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Fresh Fruit, 1 small Soda,
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INDIAN LASCARS. THEIR VINDICATION.

Interviewed by a representative of the Associated Press of India, Mr. K. C. Roy Chowdhury, Labour Member of the Bengal Legislative Council, and Founder of the British-Indian Seamen's Institute, London, replied to the accusations against Indian Lascars brought by Mr. Cotter, President of the Marine Workers' Union, before the enquiry into the loss of the *Egypt*. Mr. Roy Chowdhury said that Mr. Cotter's criticism of the employment of Indian seamen because a handful of them might have behaved badly at the time of panic at the sinking of the *Egypt* should not be taken too seriously. He might as well accuse the British army of cowardice because a single battalion had misbehaved itself during the particular engagement, as had been recently pointed out by a well known man connected with the shipping world.

Mr. Chowdhury said that Mr. Cotter's attitude was not difficult to understand. Since he started the Steward's Union last year, he had been endeavouring to bring about the replacement of the Goanese by the British stewards on the P. & O. boats, but had been unsuccessful. He raised the question of employment of Lascars at the Shipping Conference at Genoa last year and had a disagreement with Mr. Havelock Wilson of the National Seamen's Union. Mr. Chowdhury said that British skippers liked to have Indian seamen serving under them not because they cost less than others, but because they were sober, reliable and amenable to strict discipline. A British Captain related to him a few days ago that when he was in command of a steamer manned by a purely Indian crew, they encountered a strong gale in the Bay of Biscay and every Lascar kept awake all night, and underwent the severest possible strain to keep the vessel afloat. "But for their pluck and tireless efforts," he added, "We should have been wrecked." The same officer was in charge of a boat manned by Asiatics which were torpedoed during the war and he said that the crews worked like men possessed to keep up stoking and that alone saved the boats from being lost.

SOME ESTABLISHED FACTS.

Mr. Chowdhury commented especially upon sobriety and the sense of discipline of the Lascars, and that they would "not in any circumstances dare disobey their officers." He admitted that recently owing to political agitation, a small section tried to assert themselves during the voyage, but realizing that while self-assertion on shore might be good, it was dangerous on board the ship. Mr. Cotter's condemnation of the P. & O. Company, on the ground that they exploited the cheap labour market in Bombay fell flat, he added, because Indian seamen had every right to be employed on steamers engaged in Indian trade and they were not foolish enough to demand European rates of pay, and so cut off their source of livelihood.

It was not true that Indian seamen cost less than one-third the amount that British crews cost. Individual rates of pay might be one-third of the European rates but it should be borne in mind that twice as many Lascars as European seamen were required to man a boat. Mr. Chowdhury hoped that the champions of Indian Swaraj, like Colonel Wedgwood and Mr. Ben Spoor, would repudiate the opinions expressed by Mr. Cotter and thus assure their Indian friends working for the welfare of Indian labour that the British Labour Party had no intention of depriving Indian labour of legitimate employment, because thousands of British seamen were at present out of employment on account of the depression in trade.

CONCRETE WHARVES OFF SINGAPORE.

Hongkong has already been provided with one concrete pier and another (Statue pier) is under construction and this lends local interest to the following extract from a Straits paper:—

To check the ravages of the pile worm on wooden piers, and to meet the increasing demand for petroleum by oil burning steamers, both the Standard Oil Co. of N.Y. and the Asiatic Petroleum Co., have built reinforced concrete wharves on their island stations near Singapore. The American company's pier was completed last year at a cost of \$175,000 Straits currency, and is situated on the British island of Pulau Sebarok, a leasehold about eight miles from Singapore which the Socony has held for some time. The wharf consists of an approach 10 feet wide, which extends into the sea for 900 feet, culminating in a T-head. The Asiatic Petroleum Co. has been equipping two islands with reinforced concrete wharves—Pulau Bukom, eight miles from Singapore in British waters, and Pulau Samboe, twelve miles away in Dutch territory. Wharf No. 2, on Pulau Bukom, was finished in April of this year at a cost of \$280,000. Here will be the plant which will handle and pack the benzoin refined at the A.P.C. fields in Sarawak and other yards of the Malay archipelago. Another deep-sea wharf, No. 3, on Pulau Samboe, is costing \$150,000.

TESTING THE EINSTEIN THEORY.

The three German members of the Einstein expedition have left for Batavia en route for Christmas Island, where observations are to be taken on September 26th during the eclipse. They will have at their disposal the two large astronomical photo-telescopes, and it is hoped that during the six minutes' eclipse eight or ten photographs will be taken. The results of the observations will be telegraphed to the Potsdam Observatory. The expedition is expected to return in November.

AMERICAN GARRISON IN THE PHILIPPINES.

Three thousand two hundred and ninety American troops will be held in the Philippine garrison, according to the latest figures given out at department headquarters, says the *Manila Times*. The entire garrison will total 19,000 soldiers, 8,630 Scouts being retained after the reorganization is effected.

The infantry with 1,150 American soldiers is the largest branch, to be followed by the coast artillery corps with 800 men. The air service will retain 730 American enlisted men under the new plan, while 275 quartermaster men, 313 medical corps men and 100 ordinance men will complete the allotment of American troops.

THE SHIPPING OF THE PHILIPPINES. FIFTY YEARS BEHIND THAT OF CHINA AND JAPAN.

A statement given out at marine headquarters at Manila last week sets forth various reasons for the stagnation of Philippine shipping conditions, among which are the age of the present vessels used in the coastwise trade, the high rate of brokerage charges, the high percentage of insurance policies on interisland vessels compared with those in Europe and other countries, and defects in the tariff law of 1909. It is claimed that the Philippines is 50 years behind China and Japan in regard to shipping conditions.

The age of vessels used on the coastwise trade is regarded as a distinct cause of loss in shipping operations. It is claimed that the charges for the repairing of these old vessels usually amount to twice as much as the value of the vessels themselves. Most of the vessels, it is said, are between 25 and 50 years old. The buying of newer vessels is suggested as a remedy for the development of Philippine interisland shipping.

Another cause for the poor shipping conditions, according to the statement, is the law prohibiting the engaging of foreign vessels in coastwise shipping, which has produced a state of non-competition. Competition is regarded as a factor conducive to the promotion of interisland shipping conditions.

JAPAN'S AMMUNITION STORES IN SIBERIA.

WORTH 300,000,000 YEN.

The arms and ammunition confiscated by the Japanese Expeditionary Force in Vladivostok will be worth three hundred million yen and would require more than half a year to transport to Japan, according to the opinion of Lieut. General Kikuchi, Vice-Chief of the General Staff, who has just returned from a tour of inspection in Siberia and who has been interviewed by a *Chun Shinbun* correspondent on his arrival at Tsuruga.

The disposal of these arms is a very serious question and must be settled before the evacuation takes place, the General continued. If an agreement is reached with the China Government before the troops are brought out of the Maritime Province, the arms will, of course, be at once handed over, but if no settlement is made of all the outstanding questions, there does not seem to be any other alternative but to turn over the arms to the Vladivostok Government.

"In any case, as the latter has declared its intention of fighting should the Reds attempt to enter Vladivostok, the evacuation is likely to be followed by a period of serious trouble for the people of that district."

The General concluded by saying that 50,000 Japanese and Korean residents intended to leave the Province when the troops were withdrawn.

SAIGON RICE MARKET.

The Compagnie de Commerce and de Navigation d'Extreme Orient, in their report dated Saigon, August 16th, state: Our market is still unchanged with a slight demand. The Hongkong market, however, seems to be improving and some shipments will probably be made in that direction.

The total amount of rice exported from January 1st to July 31st is 659,924 tons, against 961,990 in 1921.

We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong \$1.88 per picul, f.o.b. Saigon, for August/September shipment.

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tram-car the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 62, Queen's Road, Central. Adv.

CANTON NEWS.

THE CIVIL GOVERNOR AND THE COMMANDER-IN-CHIEF.

Mr. Chan Chik Yu was unable to assume duty as Civil Governor yesterday owing to delay in leaving Heungshan. General Ip Kue is sending an escort of gunboats for him to go to Canton. Chan announces that he will formally take up the post on the 4th. General Chen Chiung Ming has also postponed his re-assumption of the position of Commander-in-Chief till the 4th as he wishes to commence on the same day as Chan.

THE PROVINCIAL BANK NOTES.

General Chen invited Chung San Nam, the Chief of the Finance Department and Chan Lim Pak, the commanders of the Hongkong and Shanghai Bank at Canton, to a conference at the White Cloud Mountains. Steps were devised to bring the Provincial notes back to par. Notes to the value of ten million dollars would be deposited in the Hongkong and Shanghai Bank at Shanghai, bearing certain rates of interest. The unissued notes will be issued under the supervision of the Chamber of Commerce and deposited with foreign banks. Notes are to be the only currency accepted in payment of duties, and a certain amount of silver will be paid into foreign banks every month to form a reserve for the notes. A meeting of the Chamber of Commerce will be called to discuss the proposals.

THE POULTRY TAX AT WUCHOW.

WHY FOOD PRICES INCREASE IN HONGKONG.

The poultry tax of \$1.60 per crate is still being levied by the Wuchow authorities. In addition to this impost the farmers have to pay \$2.40 per crate to bandits for "guaranteeing a safe passage from points on the West River to Wuchow." Should the bandits be driven away, temporarily, by the officials, a reckoning is still taken of the number of crates passing through and the bandits collect their levy when the next shipment is effected. Only a very small number of crates have arrived in Hongkong during the last few days, these having come from points below Wuchow. Similar imposts are charged on firewood. One poultry farmer, who tried to evade the bandits, had his poultry taken from him, and he is now held a prisoner, pending ransom.

Wuchow is also the entrepot for most of the cattle and pigs exported to Hongkong. Some of the live-stock have to be sent for days across land routes before reaching Wuchow. The bandits also make collections on live-stock. The inter-province strife in Kwangsi provinces has brought about this state of affairs, and merchants are finding it very difficult to carry on business.

CHINESE SHIPBUILDING.

One of the ways in which the Chinese are developing in a manner which is astonishingly rapid, but not fully realised in many quarters in this country, is in shipbuilding and general marine engineering, says *Syren and Shipping*.

In this respect the most conservative nation in the world seems to be following closely in the footsteps of its neighbour, Japan, one of the most progressive countries the world has ever seen. It is not many years since the only shipyard which could be so called in the Western sense of the term was situated in the British Colony of Hongkong, but the native Chinese has of late years carefully studied the methods of shipbuilders of the, to him, new world, and what is more to the point, has put them into practice, so that to-day there are yards in various parts of China, owned and operated by Chinese, which, in output, efficiency and equipment, compare favourably with some of those of the United Kingdom.

Prior to 1914 they obtained most of their material from abroad, but the war put a stop to this. Nevertheless, instead of damaging the industry, this stoppage of foreign supplies proved of inestimable benefit, for, pressed by necessity, the Chinese steel makers were given the opportunity of showing what they could turn out from their own works. The test was a severe one, but they emerged from it successfully, with the result that many Chinese yards are now using home-made materials, whereas previously they had relied upon Great Britain and America. This has also naturally led to big developments in the steel industry of China, which mainly centres around the Manchurian border, and if out of the present internal disturbances there should eventually arise a really united nation it will probably not be many years before there will be two important ship-producing countries in the East—Japan and China.

The Australian Workers' Union has been fined \$200 for encouraging its members to strike.

NOTICES TO CONSIGNEES

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

THE Motor Vessel

"GLENARIFFE"

having arrived from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th Sept., 1922, at 5 p.m., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 6th Sept., 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the 6th Sept. for provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 29th August, 1922. [1437]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG"

having arrived from the above ports. Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 7th September, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 31st August, 1922. [1425]

MRS. HAN INOKUCHI.

TELEPHONE K 754.

No. 21, ASHLEY ROAD, KOWLOON.

Back of STAR THEATRE.

CERTIFICATED EXPERT MESSAGE.

(HAND AND ELECTRIC),

ALSO AT

PATIENT'S RESIDENCE BY ARRANGEMENT.

[1197]

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for

Bones QV, RF, RU, RW, TH, TU.

FOR SALE.

TO LET—Two Large Rooms, Furnished or

Unfurnished—Five minutes walk from

Ferry. Good location. Kowloon. Immediate

possession. Apply Box T.L., c/o Daily Press

Office. [23]

TO LET—NEW EUROPEAN FLATS.

No. 11, 13 and 14 on Orient Building—

Coronation Road, Mongkok. Apply to

Mr. TANG KWA SANG of No. 53, Causeway

Phone. No. 317. [31]

FOR SALE.

LAND, approximately 7,000 square feet or

waterfront at Syatow with modern 1

storey brick and concrete building suitable for

office and godown. Further details apply

[485] W. C. HUMPHREYS & Co

FOR SALE.

STEAM LAUNCH—Dimensions, Length

Overall 66 ft. Beam 10 ft. Depth 5 ft.

7 inches. Hull of Hardwood underwater with

Teak top, sides, & deck. Frames of Iron.

Engines 63" x 15"

Boiler 4 ft. 9 inches dia. 6 ft. 3 inches long

Speed 9 knots.

For further particulars apply to P.O. Box

474, Hongkong. [1382]

WANTED.

WANTED by October First or End, a

Reliable NURSE, preferably English,

for a three year old girl, with amah's help, for

three or four years, with home passage.

Correspondence addressed MANAGEE DE ROSSI,

Italian Consulate-General, Shanghai. [1332]

ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1921. Revised by the Members.

PRICE

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THE SUBMARINE FATALITY. JURY'S VERDICT. "ACCIDENT ARISES OUT OF NEGLIGENCE."

The inquiry into the death of a Chinese paint-scraper who met his death on the 17th ult., on board submarine L.S. now lying at the Naval Yard undergoing repair, was concluded at the Magistracy, yesterday afternoon, by the Coroner (Mr. R. E. Lindell) and a Jury.

Ah Kwan, the chief paint contractor, recalled by the Coroner, said he remembered being called to Mr. Brookshaw's office on the 15th ult. He was told to take the No. 1 painter to the office with him. He did not take the proper No. 1, because he was busy and the No. 1 painter, he took with him was well acquainted with the work. Witness admitted receiving written instructions from Mr. Brookshaw on the 16th inst., regarding the commencement of work on L.S. He did not tell the No. 1 painter that he had to consult Mr. Brookshaw before starting the work.

The Coroner: Why not?—Every time previously he had carried out the work satisfactorily.

Cheung Ng, shipwright foreman at Naval Yard, stated that on the 16th ult. he opened up the submarine tanks on instructions from his charge-man (Mr. Middles). The painting coolies had nothing to do with the opening up of the tanks. On the 17th ult. the tanks were re-opened by him. He was not on board when the painting gang started work on the vessel that morning. Some of his folk were there. They (the folk) went into the interior of the submarine to remove bolts.

The Coroner: Did you know the tanks were in a dangerous condition?

The witness (in a hesitating manner): No, I did not know.

No, you thought they were safe?—I would not say they were not safe.

What would you say then?—I knew they were unsafe.

DROWNED OR ASPHYXIATED.

Dr. Esler, recalled, was put this question by the Coroner: The question has been raised by the Jury if the man was overcome by gas fumes and fell into the stagnant water at the bottom of the tank and was drowned.

Dr. Esler: I think it very likely that this was so, but at the post-mortem examination the signs I found were more like those of asphyxia than of drowning.

There was no water in the lungs?—Yes, but I would expect to find more in a case of drowning. The fact that artificial respiration was tried might have taken the water from the lungs.

Then it is possible that the deceased was overcome by gas and fell into the water and was drowned?—Yes.

This was all the evidence called.

THE CORONER'S SUMMING-UP.

The Coroner, in summing-up, briefly reviewed the evidence and went on to say that it remained for the Jury to decide whether the death was a mere accident or whether such blame attached to any person as to bring that person within the law of manslaughter; that was to say, whether any one had been guilty of culpable negligence in failing to take proper precautions before any workman entered the submarine tanks before they were safe. Four or five persons appeared to be directly or indirectly responsible for the work on the submarine. There was Mr. Brookshaw, who, as chief shipwright, gave orders to the chief contractor for the work to be undertaken on this particular boat. The chief contractor was then told to consult the charge man (Mr. Middles). What does he do? continued the Coroner. "He merely instructs his No. 1 painter that the boat is ready to work upon and that he can carry on. The No. 1 painter in his turn, on the 16th ult., asks Mr. Middles if the tanks are ready. Mr. Middles says definitely that they are not. Apparently, without any further reference to Mr. Middles, the No. 1 painter sends 12 of his men into the tanks on the morning of the 17th—four for each of the three tanks."

WHO WAS TO BLAME?

Continuing, the Coroner remarked that this No. 1 painter had admitted having done ten previous jobs of the same sort and that he had never had any real accident before. This led him to suppose that it was not really dangerous to go down into the tanks. At the same time it was generally known in the Yard that the tanks might be dangerous and that precautions had to be taken before anyone was sent down. Despite that, the No. 1 painter allowed his men to go straight on. Whether the contractor or the No. 1 painter were guilty of culpable negligence was for the Jury to decide.

Dealing with Mr. Middles's evidence, the Coroner said that Mr. Middles knew that the tanks had to be tested by means of a lighted candle before the painters entered them. This test had not been carried out but Mr. Middles had said that he had no idea that the men intended to go down into the tanks that morning. Mr. Middles admitted that it had become the practice, had become common—for the foremen to take men on board and start right in without any reference to the charge-man.

(Continued at foot of next column.)

AN OBSTREPEROUS PRISONER. OF DOUBTFUL SANITY.

The presence of a man who acted like a lunatic in the Dock caused much excitement in Mr. Lindell's Court at the Magistracy, yesterday morning. The man had been arrested the previous day at the Yaumatei Ferry Pier and was charged with throwing stones at the ferry passengers. During the Court proceedings the prisoner remarked that he was sorry that he did not use bamboo poles instead of stones.

On the entry of the Magistrate into the Court to take up his duties for the day the man stood up with the rest of the Court officials and refused to sit down. He saluted the Magistrate in military fashion time and again, and when spoken to sternly by the Interpreter shook his fist violently at him.

When his case was called and a charge of disorderly conduct preferred against him he interrupted at almost every word the Magistrate said. When spoken to by the Inspector in charge of the case the man entered into a heated argument with him and swore aloud in pidgin English. He was repeatedly saying "O'right, O'right; what for you bling me here?"

Sergeant Dorling suggested to the Magistrate that the defendant was "a bit touched."

Mr. Lindell then tried to speak to the defendant in his sternest manner, but failed to duly impress the man.

It was hopeless to proceed with the case, and the Magistrate decided to adjourn the case for three days, pending medical examination as to the man's mental condition.

As the prisoner was being led out of Court he struggled violently and shouted at the top of his voice. Outside he became so violent that it was considered advisable to hand-cuff him. In the prisoners' room his cries attracted crowds of people. These annoyed him considerably and he leapt over a counter and was only prevented from commencing a frontal attack on the crowd by the prompt action of two burly constables. He was hauled back over the counter, where he grabbed an ink-well and with his manacled hands threw it with all his force amongst the crowd. The gathering scattered in all directions, but the Court Sergeant and a reporter in search of copy, and a number of Chinese got the full shower of the ink.

Later the man was removed to the cells where his cries could be heard throughout the Court. Finally he was sent to the lunatic asylum in a motor ambulance.

There, again, the Jury had to decide if this practice amounted to culpable negligence against Mr. Middles. If, on the other hand, the Jury found negligence which was not culpable they would bring in a verdict of accidental death and they could add a rider censuring any particular person.

The Foreman asked, for the guidance of the Jury in view of the difficulties of the case, if a verdict of manslaughter could be returned without bringing the charge home to any particular person.

The Coroner replied that in the event of the Jury returning a verdict of manslaughter they would have to state some particular person or persons.

THE JURY'S VERDICT AND RIDER.

The Jury then retired to consider their verdict and, after an absence of 15 minutes, returned with a verdict of accidental death due to misadventure. The Foreman announced that they wished to add the following rider:—

"The Jury wish to put on record their view that this fatal accident arises out of negligence on the part of some person in the Naval Yard, and inasmuch as foul tanks are virtual death-traps, the tank which deceased entered should not have been accessible until it had been certified to be free from gas."

Further, the Jury wish to bring to the notice of the Naval Yard authorities the necessity for enforcing measures which will preclude any recurrence of this nature; and recommend that a locked grid be put across any opening from which the man-hole cover has been removed while tanks are in the process of ventilation; and that all tanks should be certified in writing to be free from gas before work is commenced; and, that a copy of such certificate be handed to the contractor concerned and signed for by him."

A BRAVE CONSTABLE.

The Coroner after placing the Jury's rider on record thanked the Jurors for the interest they had taken in a long and difficult case. The Jury was then discharged.

Some minutes after the Court had been cleared the Jurors returned and expressed a desire to see the Coroner.

On the Coroner resuming his seat, the Foreman said: The Jury also desire to put on record their appreciation of the courageous conduct of Naval Yard Police Constable Hancock.

This additional rider was placed on record.

The Jury consisted of Messrs. W. McK. Pittendrigh (foreman), J. Gomes and R. D. Baptista.

ECHO OF THE WO PING MURDER CASE. CHINESE ACTOR ALLEGED TO HAVE BEEN THREATENED.

The famous Wo Ping murder case was recalled at the Magistracy, yesterday afternoon, by Mr. Leo d'Almada, who, appearing for the defendant charged with intimidation and demanding money by menaces, put several questions to the complainant (an actor), relating to the murder which caused a great sensation in the Colony.

The defendant is Hui Lin, a young Chinese, and he was charged, before Mr. Hamilton, with intimidating a Chinese actor, named Wong Siu Hung, between the 18th and the 24th August last. A further charge against the defendant was that he demanded \$100 from the complainant by means of menaces.

Mr. Webster, who appeared for the prosecution, said the complainant belonged to the Chuk Wa Nin troop of theatricals, now performing at the Kau U Fong Theatre. They came down to Hongkong on the 10th ult. and they had been in Hongkong ever since. On the 18th ult. the defendant, it was alleged, came with others to the matched theatre at Causeway Bay and demanded \$100, saying "you must pay us \$100 because many of our brothers have come down and we have to provide them with food." On being told by the complainant that he was very poor, the defendant was alleged to have threatened to shoot him. The next day the same three men came again and made the same demand. They were again refused.

On August 21st after the Company had left the Theatre and gone to Kau U Fong Theatre the defendant called again and repeated his demand. The complainant's wife and another man were there when he called. The police were informed and the accused was arrested by two Chinese district watchmen.

Mr. Webster said that since the Court proceedings had been instituted the complainant had received two threatening letters from the "Mutual Lovers' Association."

Mr. d'Almada objected to this on the ground that unless it could be proved that the defendant wrote the letters it could not be brought up in Court against him.

The subject of the two letters was not pursued.

The complainant was then placed in the box and bore out his solicitor's statement.

Cross-examined by Mr. d'Almada, the complaint was asked if he had ever heard of the Wo Ping murder some time ago?

The complainant: Yes, I heard of it in Canton.

Mr. d'Almada: In fact all the actors have heard of it and they have been very "scared"—Yes.

And recently the majority of leading actors have received threatening letters in some form or other?—Many of them have.

You were one of the unfortunate victims?—Yes, but that was some time ago.

Did you receive any recently?—No.

You have been going about in the course of your profession in fear of your life?—Yes.

And you were suspicious that there would be an attack upon you?—You had the "wind up."

As the interpreter had difficulty in expressing the term "wind-up" in Chinese the cross-examination on this point was dropped.

After the complainant's wife had given corroborative evidence the case was adjourned until Monday afternoon.

SPORT. SWIMMING. DEPARTURE OF THE INTERPORT TEAM.

The Hongkong team to take part in the Interport swimming contests at Shanghai left here, last evening, by the M.M. s.s. *Argyle*. The party consisted of G. W. Sewell, Russert, G. A. V. Hall, D. Laing, D. Lyon, J. Johnston, M. A. R. Souza, J. Stewart, G. Jack and D. Noronha.

Singapore Cricket Club reports a surplus of income over expenditure of \$1,744. The membership at the close of 1921 was 1,020, against 1,047 in June, 1921. The construction of the extension to accommodate six billiard tables is well in hand, and it is hoped it will be completed by the end of the year. All branches of sport were successful.

LOCAL CHINESE PRESS COMMENT.

The *Tsun Wan Yat Po* says that the appointment of a Civil Governor, after being delayed for over two months, has been solved by "one shot fired from Luk Munz Fay's pistol." The result is that

"Kwangtung has a Civil Governor" and the members of the Provincial Assembly have received their arrears of pay and expenses. Luk has got into trouble, but his attainment should be rewarded. What he loses in reputation he gains in material benefit. The transaction has been completed and "the purchasers are returning with their goods," meaning that the Civil Governorship was bought by settling the arrears of pay due to the members of the Provincial Assembly. The people now hope for an era of peace as Governor Chan has declared that he will always have their interests at heart; on the other hand, doubts exist as to his ability because it is well known that he has no administrative experience. However, as General Chen strongly recommended him, he must be satisfied as to his patriotism and talents. As regards the power attached to the post, it will be recollected that Tang Shao Yi persistently refused the appointment because of the lack of guarantees as to the separation of military and civil control. Has Chan obtained these guarantees? His proposal had the approval of the military, but it does not follow that he will be able to shape a policy independent of their interests. It seems probable that he will be a Civil Governor in name, but not in reality; his duties will be confined to the signing of documents and the custody of the seals of office. He will have very few opportunities of exercising his talents for the benefit of the province. One fears that Chan will only be a Civil Governor subservient to another governor and it will be too late when it dawns on him that he has failed in his duty to the Cantonese. To secure Chan's election, Chen insisted that he strongly recommended him and he would accept full responsibility for his actions. In Kwangtung's history, nobody has been able to accomplish anything without the military backing and the Kwangtung Army is the predominant military element at present. Is there a remote possibility of the military being content to permit the civil authorities to have a free hand in the Government of the people? In addition to these difficulties, Chan is in the unenviable position of not being able to look forward to any praise for success, but he will be blamed and derided for failure. Kwangtung has reached the critical period of its history. Chen Chung Ming is actually in supreme control of the Province as the military commander. He is all his subordinate and the Civil Governor is his protégé. He is the one man who can shape its destinies and the Cantonese hope that his sternness of purpose will urge him on to fresh achievements. Whether Kwangtung in particular and China in general, is to be led successfully from its present state of chaos into a road leading to prosperity will depend on his decisions. The thirty million Cantonese will receive something in return for their tribulations even if this is only partially attained. We trust that he will have no cause for shifting the responsibility on to the newly-appointed Civil Governor. Dr. Sun has accused Chen of inaugurating a feudal system and it is our hope that he will refute the statement by "bringing blessing to Kwangtung."

THE WATER SHORTAGE.

In view of the Public Works Department's announcement of the extension of the present supply by one hour in Kowloon and an unlimited supply in the district supplied by Pokfulam reservoir, the following comment is interesting:—Prior to the announcement the Chinese Commercial News said that the Chinese who lived in tenements served by the rider-mains looked forward to a rescinding of the curtailments. It says that during August, we had substantial rains nearly every day and the Chinese had collected water from the eaves for washing purposes. The Water Authority states that the reservoirs only contain about half the normal supply. Can it be that the statement (at a Tung Wah Hospital meeting) about there being a hole in the bottom of the reservoirs is correct? There is dissatisfaction among the poorer classes of the community at the present state of affairs. It is really pitiful to see the conditions prevailing at the public fountains. Burly coolies can easily procure an ample supply, but young children wait from 9 in the morning till 2 in the afternoon without getting a drop. During the scarcity, the rich and strong have not been put to any inconvenience but the poor have suffered.

Subsequent to the announcement the *Wah Tat Yat Po* wrote that the current Chinese opinion regarding the condition of the reservoirs is wrong. The majority thought that as the rains had been heavy since the middle of August, the reservoirs were overflowing. The real position is that but for the recent rains the restrictions would have to be increased. In an interview with Mr. M. K. Lo, who has taken part in several deputations to the authorities, the fact was elicited that Mr. Lo had specially gone to see the reservoirs last Sunday and the water was about 20 feet below overflow. The Chinese are exhorted to abide by the Government's decisions and to exercise every care in conserving the supply.

FOOTBALL CLOTHING.

AS USED BY THE LEADING PROFESSIONAL CLUBS.

JERSEYS **KNICKERS**

ANKLETS **KNEECAPS**

STOCKINGS **SWEATERS**

"McGREGOR" FOOTBALL BOOTS.

SPALDING'S & SHILLCOCK'S FOOTBALLS.

SPECIAL TERMS TO CLUBS.

SPORT DEPT.

LANE, CRAWFORD, LTD.

SODA FOUNTAIN

CAFÉ WISEMAN.

SUNDAES, PUNCHES, ICE CREAM SODAS, ALL FLAVOURS.

BEST SERVICE. HIGH QUALITY. LOW PRICES.

LANE, CRAWFORD, LTD.

THE SHOP FOR

COLUMBIA GRAFONOLAS COLUMBIA RECORDS COLUMBIA ALBUMS COLUMBIA NEEDLES FIBRE NEEDLES AND CUTTERS.

ANDERSON'S

Powell

TELEPHONE 3148.

Glyn's Hand made Hats

Old English make

WE ARE NOW SHOWING THE NEWEST SHAPES IN SOFT FELTS, VELOURS, TWEED, SINGLE AND DOUBLE TERAIS, ETC.

INSPECTION INVITED

No. 10, ICE HOUSE STREET.

NEW ADVERTISEMENTS

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR (\$1) per share for account 1932 will be payable on MONDAY, the 13th SEPTEMBER, 1932. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED on Saturday, 5th September to Monday the 13th September, 1932, both days inclusive.

SHEWAN, TOMES & CO.
General Managers.

S.S. "ANGKOR"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Marseilles in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining unclaimed after the 7th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th inst., or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday, the 7th inst., at 10 a.m.

No Fire Insurance has been effected.

A. JOHARD, Agent.

Hongkong, 1st September, 1932. [1426]

PARTICULARS OF VALUABLE LEASEHOLD PROPERTY

Situate No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

PUBLIC AUCTION, IN ONE LOT

MONDAY, The 13th Day of Sept., 1932, at 3 o'clock P.M.

By Messrs. LAMBERT BROTHERS

At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages, erections or buildings thereon now known as No. 13, Wing Hing Street and

Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a widening lane. All of which premises are held for the residue of the term of 75 years from the 5th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1, Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS, Solicitors,

8, Des Vaux Road Central,

and Messrs. LAMBERT BROTHERS, Auctioneers.

[1437]

BREWER & CO.

ARE SELLING

A FINE SELECTION OF

WATERMAN'S FOUNTAIN PENS

AT

\$5.00 EACH.

TO-NIGHT AT THE CORONET

LOVE'S CRUCIBLE

9 REELS.

KOWLOON THEATRE.

HAROLD LLOYD

IN

NUMBER PLEASE.

MABEL NORMAND

IN

PECK'S BAD GIRL.

INTIMATIONS

FRANCIS WILLIAM MITCHELL.

(DIED 1890).

JOHN STEWARD LAPRAIK

(DIED 1893).

INFORMATION as to "JOHN ROBERTS SENE" and Family is wanted in connection with the above deceased.

JOHNSON, STOKES & MASTER.

Solicitors, etc.

Prince's Building, Hongkong.

Dated the 28th August, 1932. [1415]

DIOCESAN BOYS' SCHOOL.

NEXT TERM begins on THURSDAY SEPTEMBER 7th, 1932, at 8.45 A.M.

Boards return on September 6th.

Parents, Guardians and New Boys can see the Headmaster on Saturday, September 3rd and Wednesday, September 6th, between the hours of 8 A.M. and 11 A.M., or by appointment. All New Boys must attend Examination on Wednesday, at 9.30 A.M.

W. T. FEATHERSTONE.

Headmaster.

1442]

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A NEW CLASS for BEGINNERS will commence on MONDAY, 11th Sept., 1932, if sufficient support is forthcoming.

Applications for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order.

D. K. BLAIR, Secretary.

Hongkong, 28th August, 1932. [1418]

CHANGE OF NAME.

MANNERS & BACKHOUSE, LTD.

THE name of the above Company will be changed from 1st SEPTEMBER, 1932, to

JOHN MANNERS & CO., LTD.

[1443]

NOTICE OF REMOVAL.

HONGKONG HOTEL CO., LTD.

AS from the 1st SEPTEMBER, 1932, the HEAD OFFICE of the above Company will be located on the 2nd Floor of POWELL'S BUILDING, 12, Des Vaux Road, Hongkong, 28th August, 1932. [1418]

THE HONGKONG JOCKEY CLUB.

AN EXTRAORDINARY GENERAL MEETING of MEMBERS will be held in the Jockey Club Rooms, Hongkong Club Annex, on MONDAY, SEPTEMBER 4th, 1932, at 5 P.M., for the purpose of confirming the Resolution passed at the Extraordinary General Meeting held on the 19th day of August, 1932, approving the Stewards' scheme for carrying out certain alterations in the Jockey Club premises at the Race Course. [1400]

HONGKONG CLUB.

NOTICE.

THE Second Yearly DRAWING of 30 DEBENTURES (1930 issue—\$500 each) of the Hongkong Club, payable on SATURDAY, the 24th SEPTEMBER, 1932, will be held in the Club House at 11 o'clock, A.M., on FRIDAY, the 8th SEPTEMBER, 1932.

Bearers of Debentures are invited to attend the Drawing.

By Order,

A. H. ABBAS, Secretary.

Hongkong, 28th August, 1932. [1416]

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty Cents (50 cents) per share has been declared for the half year ending 30th June, 1932.

Such Interim Dividend will be payable on and after MONDAY, the 11th September, at the offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be CLOSED from the 30th Aug., 1932, until the 11th September, 1932 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors.

SHEWAN, TOMES & CO., General Managers.

1401]

S.S. "TUNGSHING."

STRANDED IN SWATOW HARBOUR.

MESSRS. JARDINE, MATHESON & CO., LTD., General Managers, Hongkong, are prepared to receive TENDERS for the temporary repair, floating, and delivery of the above steamer her stores, apparel and tackle, afloat, in the Harbour of Swatow, in a condition for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above.

[1404]

G. R. SAYER, Head of the Sanitary Department.

[1431]

INTIMATIONS

ST. STEPHEN'S COLLEGE.

CORNER of Bonham Road and Western St., Hongkong. Examination for New Boys: SATURDAY, SEPTEMBER 4th at 9.30 A.M.

School begins September 11th. For Prospectus for Boarders and Day boys apply THE WARDEN, ST. STEPHEN'S COLLEGE, HONGKONG. [1325]

MOTOR CAR OWNERS ARE STEADILY INCREASING.

WITHIN the Last Three Months nearly 75 cars have been sold in this Colony.

When you buy YOUR car you want to know it is a good one. It takes an expert to know a car and a RELIABLE DEALER to back your purchase.

Write or phone for an appointment and I will demonstrate some cars to you that cannot be equalled anywhere under the price.

A large variety of cars ready for immediate delivery ranging from

HK \$1,000 to \$5,000.

USED OR NEW CARS.

Phone: 1427 & 408.

H. S. KOMOR, Alexandria Buildings.

1441]

IN THE MATTER OF THE COMPANIES ORDINANCES 1913.

AND

IN THE MATTER OF THE UNION ENGINEERING CO., LTD.

NOTICE IS HEREBY GIVEN, that the Creditors of the Above named Company, which is being voluntarily wound-up, are required, on or before the 15th day of NOVEMBER, 1932, being the day for that purpose fixed by the undersigned liquidators, to send their names and addresses and the particulars of their debts or claims, and the names and addresses of their solicitors (if any) to S. JEN & F. X. D'ALMADA REMEDIOS the liquidators of the said Company, and if so required by notice in writing from the said liquidators, are, by their solicitors, to come in and prove their said debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this 1st day of September, 1932:

S. JEN.

F. X. D'ALMADA REMEDIOS.

Princes Building.

1432]

S.S. "CHOYSANG."

THE Undersigned are open to receive TENDERS for the Purchase of above Vessel now lying stranded on Fort Island, North of Swatow. Full particulars will be supplied on application.

GILMAN & CO., LTD., Agents.

The LONDON SALTAGE ASSOCIATION.

Hongkong, 31st August, 1932. [1424]

J. B. LAL.

THE ABLE INDIAN PHYSICIAN FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz., Cold, Catarrh, Headache, Hemorrhoids, Ears, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc.

GUARANTEES TO CURE the above diseases in less than

TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of my medicine.

The medicine is my own preparation.

Consulting charge ... \$3.00

Visiting Fee ... 5.00

Consulting hours 9 A.M. to 12 Noon.

3 P.M. to 6 P.M.

J. B. LAL,

c/o KING EDWARD HOTEL,

Room No. 48. [1335]

DAIRY FARM NEWS.

FISH.

Just landed, direct from the Scottish Fisheries.

FILLETS ... 165 cents per lb.

HADDOCKS ... 60 "

KIPPERS ... 50 "

LATEST TABLE DELICACY.

SQUAB CHICKEN (DUT PLUCKED) ... \$1.00 each.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

PUBLISHED TO-DAY

HONGKONG WEEKLY PRESS,

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home.

INTIMATION

Burnett's

celebrated

London

Dry Gin

unique in character and

flavour.

Gives that distinctive

excellence to a Cocktail.

Blends excellently with

Watson's Stone Ginger

Beer.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

PHONE 616.

HONGKONG OFFICE: 10A, Des Vaux Rd., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 2ND, 1932.

THE TELEPHONE IMPASSE.

THE Telephone controversy remains at a deadlock, and Mr. PARKER NESS, the Company's representative who came out from London specially to negotiate the terms and conditions of a new licence, is returning to London with the new agreement still in suspense.

The existing licence has a little more than seven years to run. By the present contract the Company is under an obligation to provide and maintain "a good and efficient telephone service with approved and modern appliances," and if it fails or neglects to do so the Governor in Council has the power to cancel the licence, so that the veiled threat about "a gradually deteriorating service" if the Company's new demands are not satisfied need not be seriously regarded. The last thing in the world that the Company would invite, we imagine, would be a cancellation of the licence. In the circumstances we cannot believe that the persistence of the Company in its present demands will be continued to the point of placing a renewal of the licence in serious jeopardy. The joint Committee of the two Chambers of Commerce, as the result of a very exhaustive and competent investigation of the whole case presented by the Company, have clearly established in their Report that the demands the Company is making on the community are extravagant—"grasping," is the word adopted—and that a renewal of the licence, on such terms, would be simply iniquitous. We are told that if the same method of valuation were adopted in the case of the Hongkong telephone system as was adopted by the arbitrator in the case of the acquisition of the interests of the National Telephone Co., by the Post Office in England the Hongkong valuation would be brought down to something like

half its present figure. The National Telephone Co. claimed £35,000,000 and fortified the claim in much the same way as Mr. PARKER NESS fortifies his, but the amount fixed by the arbitration was £12,000,000, and it is surely reasonable to demand that the methods of determining the valuation in the case of the National Telephone Company should be followed as closely as possible here.

The Committee have complained that they were handicapped in their investigation by the fact that the Company either could not, or would not, disclose the residuary values and rates of depreciation, and in recommending what they consider would be a fair scale of rates for the first five years after the new agreement comes into force they necessarily have to admit the validity of Mr. PARKER NESS's complaint that "they have made no calculation to justify the schedule." No doubt Mr. PARKER NESS meant that they have presented no "calculation" in their Report. They obviously must have made calculations, but without knowing exactly how much capital was sunk in the business, it was impossible for the Committee to offer exact calculations. In the circumstances, their recommendation that these rates should be subject to revision by the "Committee" which they propose should be set up would appear to ensure justice alike to the Company and the subscribers. What the Company is asking is that, in order to install "a more modern system," provided their licence is extended, the rates should be increased by something like 80 per cent. immediately and the Committee of Investigation point out that this would result in so large an increased income that little or no new capital would be required. In other words the subscribers are expected to put up the new capital for improvements and to pay, for ever more, such a rate of subscription as will provide the Company with a dividend of 12 per cent. on the enhanced value thus gained after due allowance has been made for depreciation at 8 per cent.

A stage has been reached in the discussion when it becomes necessary for the Government to decide the issues and make a final offer to the Company. The Committee have definitely made the suggestion that if the Company does not accept the terms which they have recommended—namely, an extension of the licence on condition that the Company brings its plant up to date, and maintains an efficient service at rates which are recommended subject to revision from time to time by a local Committee—then the Government should instal a modern system to be in working order by January 31st, 1933, when the Company's present licence expires. This puts the Company's valuation to the supreme test. If the Company is as satisfied as it professes to be that the valuation represents the "true capital" of the concern and does not take into account the value of the business as a "going concern" it will suffer no loss by the non-renewal of the licence, but will find consolation and compensation in being able to get out of the business by the disposal of the plant and buildings at the valuation it places upon it, representing as it does enhanced values amounting to no less than £125,000 over and above the amount shown to have been invested in the business. But if, in view of a possible non-renewal of the licence, a doubt begins to creep into the mind of the Company as to the real "scrap value" of its obsolescent plant, then there would be a possibility of a reasonable arrangement with the Company. The matter must not remain too long in suspense. If the Government is to instal a new system by January, 1933, it will need to have ample time to prepare for it, and an early decision of the question is necessary. We are not enamoured of Government monopolies, but when we are confronted with alternatives such as those now presented to telephone subscribers in this Colony there can be little hesitation about endorsing the Committee's recommendation. No Government would need a profit of 12 per cent. after an allowance of 8 per cent. has been made for depreciation, and no Government would think of demanding either profit or depreciation on more capital than it has actually invested in the concern.

The Hongkong Rope Manufacturing Company announce an interim dividend of \$1 per share.

Mr. Raven, York Building, has reported the theft of \$80 from an unlooked drawer in his office.

The total output of the Kailan Mining Administration's mines for the week ending August 19th amounted to 74,635 tons, and the sales during the period to 53,897 tons.

Dr. Forsyth has reported the loss of a wallet, containing papers and specimen stamps. The wallet, he believes, disappeared whilst he was riding in a public chair.

On Thursday night a burglar entered the bed-room of Mr. Townsend's residence, at the corner of Austin Road and Nathan Road by forcing the verandah door. Clothing and money to the value of \$150 was stolen.

Serious interruptions in the cable service between here and Shanghai on Thursday night were explained when news came through that a serious typhoon struck the coast at Ningpo at 11 o'clock on Thursday morning.

An Associated Press telegram to the Manila papers, dated August 24th states that the Customs agents at San Francisco seized on that day fifty German rifles and ten thousand rounds of ammunition from the crew's quarters on the China Mail steamer *Nile* which was bound for the Far East.

THROUGH REUTER'S AGENCY.]

CHINESE ON THE ENGLISH STAGE.

UNEMPLOYED HOME ACTORS' PROTEST.

LAHORE, August 31st.

There has been considerable criticism among unemployed English actors at the engagement of Chinese for the play "East of Suez" mentioned in a message of the 30th inst. Mr. Dean's desire is to reproduce a picture of Chinese life, and the men engaged to play the parts of students, stewards, itinerant cook, and street barber follow the same occupations in real life.

Mr. Alfred Lugg, secretary of the Actors' Association, has now witnessed a dress rehearsal and publicly states that in most cases the desired effects would not be obtainable without employing Chinese.

THE WRECKED JAPANESE CRUISER.

CAUSE OF DISASTER UNKNOWN.

TOKYO, August 31st.

The cruiser *Nitaka* has been found half submerged. Sixteen survivors have been picked up.

According to despatches received at the Matzuru Naval Station, one sailor from the *Nitaka* succeeded in swimming ashore, after which he walked to Petro-pavlovsk, where the *Maki* was stationed. The exact cause of the disaster is at present unknown. An official from the *Maki* reports that the wreck of the *Nitaka* was found half submerged and sixteen survivors were picked up, some in a serious condition.

[BY COURTESY OF THE "CHINA MAIL"]

SINGAPORE INCOME TAX.

MASS MEETING DEMANDS ABOLITION.

SINGAPORE, September 1st.

A mass public meeting of all communities here passed a resolution that the Government should abolish the income tax without a substitute, and demanding retrenchment and economy in public service.

HOTEL CLERK'S APPEAL.

FIRST VERDICT UPHELD.

SINGAPORE,

CABLES.

MARINE CABLES.
[THROUGH REUTER'S AGENCY.]

THE REPARATIONS DISCUSSION.

BRITISH PROPOSAL OUTVOTED.

PARIS, August 31st.
The British proposal for an unconditional moratorium for Germany to the end of the year has been rejected by the Reparations Commission by 2 to 1. France and Belgium were against; Italy did not vote.

THE REFORM OF GERMAN FINANCES.

The Commission then unanimously adopted the Belgian resolution postponing discussion of the moratorium demand until the Commission has completed its scheme for the radical reform of German finances, but, in order to give time for preparation and execution of these measures, authorising Germany to pay the instalments due to the end of 1922 in six-monthly Treasury Bills backed by agreed guarantees, or failing agreement regarding guarantees, by the deposit of gold in a foreign bank acceptable to Belgium, to whom these payments are assigned.

The resolution refers to the fact that Germany has lost all her credit at home and abroad, and that the mark has fallen to one three-thousandth of its value. It specifies that the reform scheme before-mentioned shall provide for balancing the Budget, monetary reform, and the issue of internal and external loans with a view to consolidating the financial situation, and shall also provide for a reduction of Germany's external obligations if the Governments represented on the Commission previously consent.

EXECUTION OF COAL AND TIMBER DELIVERIES.

LATER.
The Reparations Commission has written the German Government communicating its decision relative to the moratorium demand, adding that as it is at present considered inappropriate to pronounce upon the German proposals for assuring strict execution of the coal and timber deliveries, the Commission reserves the right to demand the enforcement of similar arrangements if in future such deliveries are not satisfactorily executed.

PREPARING FOR GERMANY'S DEFAULT.

ALARMIST REPORTS IN GERMANY.

BERLIN, August 31st.
There has been much nervous tension during the past few days, and the suspense has naturally not been diminished by a crop of alarmist rumours circulating in the newspapers and elsewhere regarding the Allies' intentions. Endless lines of motor cars and carriages have been drawn up outside the large banks and crowds have gathered inside, some of whom were nervously enquiring how the dollar and sterling stands and others seeking to withdraw their money to meet the end of the month settlements, wage payments, etc.

Scenes occurred in several cases when the banks were unable to meet the requests, owing to the scarcity of paper currency, the demand for which the printing works have recently been unable to cope with. The managers, in attempts to mollify the customers, explained that the Reichsbank intended to print higher denominations, probably of a hundred thousand marks. In order to ease the technical difficulty occasioned by the present rate of issue, namely, four milliards daily. In the meantime the banks will issue Reichsbank cheques in order to evade actual refusal to pay.

A strong force of police had to be requisitioned in the Berlin suburb of Neukölln, where buyers, exasperated by the hourly increase in prices, wrecked the market stalls.

ALARMISTS AGAIN CONFOUNDED.

LONDON, August 31st.
Alarmists who have been busy during the past few days digging the grave of the Entente are again confounded by the Reparations decision. Unintended praise is bestowed in London on M. De la Croix as the author of the compromise which by providing breathing space opportunistically removes the danger of what was fast developing into a first-class European crisis. Nevertheless much anxious negotiation remains to be done since the Commission's resolution leaves several loose ends notably regarding the determination of the nature of the guarantees.

Sir John Bradbury, after the Conference, referring to this hoped means would be found other than by the deposit of fourteen million sterling gold, which would have the effect of still depreciating the mark.

A noteworthy aspect of the decision is M. Poincaré's virtual abandonment of his oft-repeated insistence on productive guarantees, but when the French Cabinet discusses the resolution to-day it will be faced with the substantial fact that reparation in kind, of which thirty-six million sterling is still due this year, must continue and the bulk goes to France. Moreover, although Germany has received a temporary remission of fourteen million sterling the sword of Damocles still hangs over her head, while Germany's acceptance is taken as a foregone conclusion.

Reports so far obtainable from Germany show that the unsatisfactory features of the decision are overshadowed by intense relief that it is no worse in view of the modulated pessimism and sensational reports which have been holding the field during the past few days.

(Continued at foot of next column.)

LATEST CABLES.

U.S.A. CONSUL'S OFFICIAL RECOGNITION WITHDRAWN.

EXTRAORDINARY STEP BY BRITISH GOVERNMENT.

LONDON, August 31st.
An extraordinary step has been taken by the British Government withdrawing the official recognition of the United States Consul in London has consequently ordered the closing of the office temporarily.

It is understood the action was due to an allegation that difficulties were put in the way of visiting the passports of passengers who had not promised to voyage on American vessels.

It is recalled that the American Government similarly revoked three ex-consuls in 1920, because British Consuls in the United States were alleged to help recruiting for the British army.

U.S.A. TARIFF BILL.

MAY BECOME LAW BY OCTOBER.

WASHINGTON, August 31st.
The American valuation plan will have been eliminated from the Tariff Bill when it is reported back to the Senate Representatives by the joint conference.

The report is expected by the middle of September, and according to present indications, the measure will become law in the beginning of October.

PROPOSED U.S.A. STEEL MERGER.

FORMAL COMPLAINT BY TRADE COMMISSION.

WASHINGTON, August 31st.
The Federal Trade Commission have issued a formal complaint that the proposed merger of the Midvale, Republic, Inland steel companies, constitutes an unfair method of competition, violating the trade commission law.

RUSSO-AMERICAN OVERTURES.

U.S.A. DISAGREES WITH SOVIETS' TERMS.

WASHINGTON, August 31st.
The overtures to Russia, mentioned yesterday, are officially regarded as closed, in consequence of the United States' unwillingness to agree to the terms of the Soviets, who asked for reciprocal exchange of the Russian and American commissions' investigation.

RUBBER LATEX IN PAPER MAKING.

LONDON COMPANY FORMED.

LONDON, August 31st.
A company has been formed in London, with a capital of £12,000, to take over the patent rights relating to the use of rubber latex in paper making. It is understood that experiments at several paper-mills have proved successful.

EARLIER CABLES.

THE AMERICAN MINING DISASTER.

LITTLE HOPE FOR ENTOMBED MEN.

JACKSON, August 31st.
A rescue party for the relief of the men entombed in Argonaut Mine is operating from Kennedy Gold Mine towards the 3,200 foot level, where 49 are believed to be entombed. The tunnel in which the rescuers, who are now only a hundred feet away, are working, has been sealed up for two years, but the walls have not entirely caved in. Meantime volumes of gas have issued from the shaft of the Argonaut Mine, which is the only remaining means of escape. Little hope is entertained by the rescuers.

GERMAN NEWSPAPER FAILURES.

INCREASING ECONOMIC DIFFICULTIES.

BERLIN, August 31st.
The well-known newspaper, the *Tages-Anzeiger*, has given its staff notice in consequence of increasing economic difficulties in the newspaper business. Endeavours are being made to interest Herr Späth in a reconstruction scheme.

Another noteworthy newspaper failure is that of the *Tageblatt*, which has been published for ninety years.

DECISION RECEIVED WITH FEELINGS OF RELIEF.

PARIS, August 31st.
The decision of the Reparations Commission has been received with feelings of relief, as it is the least objectionable of all compromise plans submitted with the object of securing unanimous agreement, thus averting an acute cleavage of the Allies.

The decision is described in the press as both a moral satisfaction for France, and a serious warning to Germany, that the patience of the Allies is exhausted. Also that she is liable for heavy sanctions if she does not try to seriously put her house in order and compel the industrial magnates to assure a big percentage of reparations charges.

All eyes are now fixed, with great hope, on the approaching settlement of the reparations and inter-allied debts, whose details will be worked out by a conference at Brussels, but the press points out that a great effort towards conciliation of the most varying views is still necessary, while it remains to be seen how Germany will accept the solution.

AMERICAN RADIO SERVICE.

(Intercepted by the U.S.S. "Tracy" on August 30th, 1922.)

BASEBALL SCORES.

AMERICAN LEAGUE.

St. Louis, 6; Cleveland, 3.
Washington, 1; New York, 3.
Chicago, 3; Detroit, 3.
Boston, 5; Philadelphia, 6.

NATIONAL LEAGUE.

Brooklyn, 3; Pittsburgh, 2—6.
Chicago, 13; St. Louis, 11.
No other games were played.

BASE RUTH AND TILLIE WALKER IN FORM.

New York.
Babe Ruth has made his twenty-seventh home run against Washington.

Philadelphia.
Tillie Walker made his thirty-second home run off Karr, of Boston.

New York.
Babe Ruth made his twenty-eighth home run against Washington.

PROGRESS OF THE BONUS BILL.

WASHINGTON.
The Senate has approved Senator McNary's land reclamation amendment to the Soldiers' Bonus Bill. It was carried by 43 votes to 23. All Party and even Sectional Lines disappeared in the roll call.

TAX AMENDMENT THROWN OUT.

WASHINGTON.
The Smoot Sales tax amendment to the Bonus Bill was rejected without a roll call.

ANOTHER ATTEMPT TO BLOW UP RAIL SHOPS.

DANVILLE, ILL.
An attempt to blow up the Chicago and Eastern Illinois railroad shops failed. Four bombs were used, but these only broke windows.

THE JACKSON MINING DISASTER.

ENTOMBED MINERS STILL HAVE FIGHTING CHANCE.

JACKSON, CALIF.
Officials heading gang of rescuers say the entombed miners have a fighting chance to escape, but it will take two days more. The workers are making better time than was expected in driving through from the adjoining mine shaft. The rescuers say the miners will be able to hold out, although they have no food and little water.

NEARING THE ENTOMBED MINERS.

SAN FRANCISCO.
Dispatches from Jackson say the rescuers are within hundred feet of breaking into the mine from the adjoining shaft.

ENGLAND'S WAR DEBT TO THE STATES.

TO BE PAID OFF TO THE LAST FARTHING.

LONDON.
Col. E. M. House who breakfasted with Mr. Lloyd George has told the Associated Press correspondent that Mr. Lloyd George said Britain would pay all debts to the U.S.A. to the last farthing, without asking for any financial assistance from America, but that Britain desired moral support.

BANDIT HOLD UP IN ALBERTA.

LETHBRIDGE, ALBERTA.
Five motor bandits have robbed the Union Bank. They bound and gagged the employees and escaped with \$19,000 in cash and \$70,000 in negotiable securities. They cut off all communications and blocked all roads as they left.

PRESIDENT'S COAL SCHEME ABANDONED.

WASHINGTON.
Chairman Winslow of the Inter-State Commerce Committee has announced that President Harding's plan, for the Federal Agency to buy and sell coal, has been abandoned. The President acquiesced in this.

ANOTHER SWIMMER FAILS TO SWIM THE CHANNEL.

DOVER, ENGLAND.
Enrique Tirabocchio, the Italian swimmer failed, by two miles, in his attempt to swim the Channel.

(Intercepted by the U.S.S. "Tracy" on August 31st, 1922.)

IRELAND: PROVISIONAL GOVT. DETERMINED TO BREAK THE REBELLION.

LONDON.
A dispatch from Dublin says the assassination of Michael Collins has strengthened the determination of the Provisional Government. There will be no settlement of rebellion, except on terms of unconditional surrender. It is believed that Mr. William L. Cosgrave will be President of the Dail and Premier of the Provisional Government.

700 INSURGENTS (1) CAPTURED.

CARTLESHANT.
The National Army troops have captured 700 Belfast refugees, believed to be insurgents, and large quantities of arms, ammunition and bombs.

AMERICAN TECHNICAL COMMISSION FOR RUSSIA.

WASHINGTON.
Steps are being taken with a view to the possible dispatch to Russia of an American Technical Commission to survey existing conditions, but with no power to make agreements.

IS AMERICA REALLY CIVILIZED?

REPLY TO AMERICAN CRITICS.

[BY GEORGE A. DORSEY, OF NEW YORK.]

Seven score and six years ago to-day our fathers brought forth on this continent a new nation, conceived in liberty and dedicated to the proposition that all men are created equal. For one hundred and forty years the heritors of the Fathers of '76 have laboured in order to build upon that foundation a national structure worthy of their fathers, and worthy in the sight of nations.

Did the mountains labour in vain? Is this thing that is born after all these years of travail a failure? Are the one hundred million people of this nation a mere mass with a mob-mind, without liberty, and denied the right of personality? Is there no civilisation amongst us?

There has recently been published a formidable volume, the work of thirty joint contributors, with the title "Civilization in the United States," and the thirty are—unanimous in deciding that there is none. Which is very sad. The unanimity of thirty is a thing not to be lightly disregarded. On what, then, do they base their distressing opinion? Let us turn to the contents in detail and present the substance of them in condensed form.

A MELANCHOLY PICTURE.

Our cities deluged with a wilderness; and each remains a wilderness dominated by the feral, rather than the humane, quality; ugly industrial aggregations in which the kinemas, White Ways, and Coney Islands are the most conspicuous characteristics. Formerly our small towns were bucolic and often melancholy, peaceful. With the advent of motor cars they became poor imitations of the cities, given to "nervous tonics," parades, pageants, Ford cars, pianos, films, and talking machines. In national politics we are ruled by shameless scoundrels who are incompetent, imbecile, and incurably dishonest; knives, if not foils.

Jury-duties are no longer a profession. The Press is dominated by "big business," and hence servile, dishonest, and untrustworthy, concerning in and reflecting the inherent vices of business and government.

American law is antiquated, hence irrelevant; legal procedure is slow, costly, and intricate. Education is simply our dominant superstition, aiming at conformity rather than truth; the propaganda department of the State and the existing social system. As a result, this nation, with a body and no soul, has scholars without scholarship; hence our critics lack philosophic insight, precision, and the brain-illumined soul. They need education in aesthetic thinking.

Our intellectual life is an atmosphere of shadowy, spiritual relationship, where the thinness of contact of mind with mind is childishly disguised under the banner of godfellowship; a demerol of mountebanks, almost exclusively controlled by women, who understand the intellectual life to be the application of scientific methods to an enlarged and subtler course in domestic science. There is hope, however, in the contempt of the younger people for their elders; they are restless, uneasy, dissatisfied. But not too much hope, for theirs is not a disciplined contempt.

SERVICE AND ART.

Our scientific work, especially in biology and psychology, evokes less scepticism abroad; but it is a hot-house growth and not an organic product of our soil. It lacks an encouraging and understanding public. Likewise our philosophy is chiefly concerned with results. Metaphysical subtleties and visions are taboo.

The American writer is insufficiently equipped, stimulated, and nourished by our society, the temper of which is to produce sharp-witted business men, and is deadly to poet, artist, writer; repressing the creative and stimulating the competitive impulses.

We spend more money upon music than does any other nation on earth. We squander millions every year upon an art that we cannot produce.

Great is the anarchy of our poetic community. Painting and art matters are dominated by women without background or tradition.

(Continued on next column.)

PRESIDENT GRANT'S DAUGHTER DEAD.

CHICAGO.
Mrs. Franklin Hitch-Jones, only daughter of President U. S. Grant, and one of the Country's few White House brides, has died of paralysis. The funeral will be held in Springfield, Illinois.

CHICAGO AND ALTON RAILROAD IN THE HANDS OF RECEIVER.

CHICAGO.
The Federal Court has placed Chicago and Alton Railroad in the hands of the receiver. Counsel for the Receivership said this resulted principally from the falling off of earnings, owing to coal and shopmen's strikes. The operation of trains will not be affected.

AN INTERESTING CALIFORNIAN WILL CASE.

REDWOOD CITY, CALIF.
An attempt to break the will of the late Henry Pike Bowie, a famous scholar of Japanese culture, failed, when Judge George Buck threw out of court the suit of Howard Bowie. The will disposed of the estate valued at \$200,000 between each of four brothers and sisters with \$10,000 to Mrs. Hiram and her two sons, Lamo and Takao Hiram, who reside in Japan. The Judge refused to break the will on the grounds that the plaintiffs failed to serve a summons on the chief legatees in Japan.

American popular taste may have improved, but the theatre offers little evidence. Only New York City will tolerate good plays; the provinces cry for bedroom scenes and anatomical displays—and then only after a "Broadway run."

Economic opinion is remarkable for its volume, it is based on a few superficial facts, some prejudices, and a bit of experience. A "radical" is a pro-German; a foreigner; one who sends bombs through the mail; a believer in free love; an I.W.W.; a Bolshevik; or a union labourer. Our history is the handmaid of the vested interests.

SEX AND MATERIALISM.

In matters of sex-protections; attitudes of repression or deception. Women must either be prostitutes or wives. Instead of a philosophy of sex, gossip and prudery. The American family is the scapgoat of the nation. Families grow smaller and bricker; and in the home produce subjugated children by the pervasive force of habit and attitude.

Our alien immigrant jumped from the frying-pan of an oppressive landlord into the fire of industrialism, to do our dirty work in mine, mill, and sewer. He is even worse off if he belongs to a "racial minority." The South disfranchises the Negro; and the whole country becomes more and more anti-Semitic.

Not to believe in advertising is not to believe in God. Advertising is a red-blooded, two-listed occupation, engaged in, for the most part, by upstanding Americans of the Kiss-the-dag-or-knock-down-and-drag-em-out variety, who work with an accurate stroke, but with a perverted intent, and coddle and toy with all that is base and gross in our physical and spiritual compositions.

Business is business, and in America unique in degree of phenomena. Having made wealth available to an extent hitherto unimaginable, it has created a conscious, implacable proletariat in revolt against private property, and colossal forms of social waste. Yet nothing has been done to eliminate conditions which produce panics and perilous political disorder.

We have competent engineers, but they are mere servile employees in the pay of the vested interests; hence no truly worthy class of industrial leaders. Formerly we died of "old age," in this day of indulgence and luxury the whole nation suffers from "nerves." And our doctors can't cure us—they are the lowest in intelligence of all the professional men excepting only dentists and horse doctors. Hence the brigandage of many of these medical banditti is too painful even to think about.

Surely we love sport and play? As Orientals do—by hiring others to play for us. We don't play, because we lack imagination and because we are a nation of hero-worshippers. Humour? No such thing; British incomprehension of our jokes is, as a rule, commendable.

WHAT IS CIVILIZATION?

So much for the tenor of the articles. But what do the Thirty mean by "Civilization"? One searches this melancholy book in vain for an answer. Or wherein, except in direction and intensity, does America differ from England? This is an industrial age. Industry has introduced old and unsolved problems in new forms. These problems are no more characteristic of the United States than are the problems confronting all nations because of the sudden and widespread use of motor cars.

Any general condemnation of civilization in the United States because of these great industrial problems is a condemnation of European civilization in general. I do not mean to imply that this or that nation of Europe has not achieved in this or that respect as America has not; or that we are not conscious of our many shortcomings. But for any explicit differentiation of American from European civilization, the most that can be discovered—and that only casually—is that we seem to have more wealth because more materialism, and hence more vulgarly than Europe.

Oh, yes! We also have more "Puritanism"—which seems at once to be a crime and a virtue. Does American civilization lack any grace?—Puritanism is responsible! Has America gone industrially crazy?—we have departed from Puritanism!

What ever American civilization is or is not, or whether America is or is not civilized, it is certain that there is an American culture. This culture to-day faces the future with faith in its ability "to make a genuine culture out of industrialism." And by faith it shall be done. That faith springs from Anglo-Saxon seed, the foundation of our culture, and Anglo-Saxon it has remained to this day. Anglo-Saxon culture here even less than in England produced a race of geniuses. Our pioneer ancestors had and most of us to-day have no time to become geniuses. We have been and are too busy caring for our bellies and our backs and getting our children ready for school. That we have contributed and that we shall contribute our share of intelligence to the sum total of human knowledge no one who knows America can doubt. American culture may be what you will—call it crude, barbarous, materialistic; it is because it has had a unique history, without a knowledge of which no understanding of America is possible.

THE AMERICAN ENVIRONMENT.

Protesting against the abuses and intolerances as he saw them, of an old society, the American was flung into this country of great spaces with nothing but his hands and his newfound liberty wherewith to work out his salvation. Inevitably the immediate task of subduing the continent and carving a livable home out of the wilderness engrossed him. Inevitably things grouped themselves before his eyes according to a new scale of values, for new things became all-important. He had to fashion the political framework of his country even as he built up its—and his own—material prosperity. The two were one process.

and he, again inevitably, came to conceive politics as business and to recast the rule of the professional politician.

He loves to travel but is inclined to too great haste and to see foreign things with much subjective bias; and is so much self-centred by engrossment in the work that lies to his hand that while he thinks in terms of national goals, he reacts to local rather than Federal appeals. While always and proudly an American, his State boundaries restrict his horizon.

He is an optimist by inclination and habit, believing this to be the best of worlds and "America" the best in the world and providentially reserved for him. The best of everything is none too good for him; and he aims to get it; but often he gets only the newest. He is more interested in results than methods, and demands a happy ending to every day. He lives a life of materialistic realism, but is always ready to effuse when his emotional nature is touched by sentiment; his intensely practical life is framed with a halo of romance studded with ideals, chief among which are love of country, freedom of opportunity, and a healthy family life.

He is a hero-worshipper, venerating the memories of his two great patriots: Washington—first in war, first in peace, first in the hearts of his countrymen; and Lincoln, embodiment of his countrymen; and homely virtues as to make him seem more Christ-like than ever was mere mortal man. In the lives of these two American heroes, American character finds its greatest source of inspiration and its abiding confidence in the future.

To this American Creed I would add as my own belief, formed after having visited most of the nations of the earth and after having given years to the study of the inhabitants of many climes and times, that America still offers such opportunities for the gratification of every moral human aspiration and ambition as are afforded by no other country on earth.

LORD BRYCE'S VIEWS.

Perhaps we are yet no nearer an answer to the question: Is America civilized? Certainly, no mere catalogue of "average" American self-confessed traits of character; of necessity proves anything to one who sees only gloom and is ready to despair; much less does this catalogue prove the existence of civilization in the United States to the Thirty who commit themselves to no judgment, nor give us their ideas of "values."

May we call in an outside witness? It is to the point that in the *American Commonwealth* James Bryce used these words:

"A hundred times in writing this book I have been disheartened by the facts I was stating: a hundred times has the recollection of the abounding strength and vitality of the nation cleared away these tremors." "Abounding strength and vitality of the nation! Are they less to-day than thirty years ago, when this scholarly Scotsman found 'elements in the life of the United States which will make the European of every class prefer to dwell there rather than in the land of his birth?'"

Thus Bryce closed the *American Commonwealth*:

"America has still a long vista of years stretching before her in which she will enjoy conditions far more auspicious than any European country can count upon. And that America marks the highest level, not only of material well-being but of intelligence and happiness, which the race has yet attained, will be the judgment of those who look not at the favoured few for whose benefit the world seems hitherto to have framed its institutions, but at the whole body of the people."

We are not perfect. We are not all geniuses, or all learned, or all wise, or all efficient, or even all rich; and precious few of us, it is to be hoped, are satisfied with what we have, what we know, or what we are; but we can do and believe we can do better. Just now we are vague and confused, and at odds with ourselves and the world in general. But there is certainly less reason for pessimism and less excuse for destructive criticism now than at any moment in the nation's history. Civilization itself is a modern affair as measured by human achievement; America, the nation, is the youngest member of the human family. There is yet time.—*Times*.

THE LOW VALUE OF THE MARK.

LONDON, August 31st.
Marks went to 7,900, owing to the pessimistic views prevailing in Paris and Berlin, rallying later to 7,500.

GODAVERY DISTURBANCES.

REINFORCEMENTS BEING HURRIED TO THE SCENE.

MADRAS, August 31st.
Referring to the disturbances in the Godavari district mentioned in the message of the 29th inst., it is reported that five hundred Pitturadar rebels attacked police-stations and various places around Tanai on the 24th inst. and carried off all arms and ammunition. Police, in motor-lorries, are being hurried to the scene, which is remotely situated.

ANOTHER POLITICAL MURDER.

MEXICAN DEPUTY SHOT DEAD.

MEXICO, August 31st.
The Co-Operationist Deputy, Senator Lemos, was shot dead in the Parliamentary lobby. The Independent Deputy, Senator Barragan, is charged with the deed of shooting, which is alleged to have followed a dispute over their respective right to represent the State of Michoacan.

U.S.A. RAILWAY IN HANDS OF RECEIVER.

NEW YORK, August 31st.
The Chicago and Alton Railroad has been placed in the Receiver's hands.

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COWARDICE AND FEAR.

INTERESTING STATEMENT BY AN
EMINENT SPECIALIST.

No part of the report of the War Office Committee on Shell Shock states the *Evening Standard*, is more interesting than that relating to fear and cowardice. In the view of the Committee neither feeling nor manifesting signs of fear—pallor, shaking, tremors, quick pulse—do of themselves constitute cowardice, though more or less essential to it. A witness described as "very distinguished in the war," who had suffered from shell shock, gave his evidence anonymously, and said: "I knew the thing was coming on for months before it actually arrived. I was always consumed with fear, and it was difficult to conceal that fear."

Writing to the *Evening Standard* on this subject, Sir Robert Armstrong Jones, the eminent specialist, says:—"The study of the emotions has commanded considerable attention with us even before the war, and both psychologists—who are students of the mind—and physiologists—who are students of the bodily function—have endeavoured to describe them and to investigate their underlying physical basis. One of the most interesting wars, among the former, is Mr. A. E. Shaw, while the physiological laboratory of Harvard University, in America, represented by Mr. W. B. Cannon, has dealt clearly with the latter aspect, and he has explained fully the physical mechanism of the emotions as they direct and control conduct."

A FUNDAMENTAL INSTINCT. "Fear is one of the deepest and most universal of the emotions, and is a fundamental instinct implanted in human beings to ensure safety. It is an emotion with a definite end, which is to escape from danger, and it therefore has a special biological value to the individual. To experience fear is not to be a coward, and certainly the man who is incapable of fear is not the man who has the highest form of courage, and on the other hand the man who is brave is not he who is fearless, reckless, fearless of what is present, and to come. Too little fear leads to rashness, just as too much gives rise to timidity. Fear is the result of some previous experience of danger, and this experience must be acquired by the individual, although it may be the result of suggestion."

"We who, as doctors in the Army, were responsible for the treatment of so-called shell shock, found that those who suffered did not get well when many of them were treated together, the condition being continued by seeing the others, and certainly the symptoms were at times induced in others by suggestion. We know that many of the wild animals when captured young show no fear because they have not experienced danger. They behave like children with fire. They are not afraid because they have never experienced danger, and these persons also are not the type of the brave or the courageous. The really brave man is he who has met danger and realises it and uses his reason to control his conduct."

IN SPIRIT OF FEAR.

"It is clear that Captain Scott experienced fear in regard to the dangers of the great Antarctic expedition to which he and his brave party succumbed, because he made all the necessary preparations to meet danger. He not only realised the presence of the emotion of fear, but he controlled his conduct to meet it. Captain Scott knew from his former experiences of Arctic exploration the risks he ran, yet in spite of fear he dared to risk them and make the voyage. This is true courage."

"In the same way, to many of our brave soldiers and officers, the prospect of the adventures of the war was the necessary experience which brought about the emotion of fear, but in their case other emotions, such as curiosity and hope, and wonder also, braced them for action, and helped to create a fresh motive for conduct, not the least of which was the realisation or cognition that they were fighting for right—human brotherhood, social justice and liberty."

"To many of our soldiers life without danger would be flat and insipid, and we know that peril and danger are often great incentives to courage. Mr. Graham Wallas said that if wars were to cease then Alpine climbing would become a popular mania, for men will insist upon meeting danger in order to conquer it, and it has been said that if we knew whence we came and whither we were going, death to many would lose much of the feeling and mystery of adventure, it at present possesses. It is clear that the man who overcomes the emotion of fear is not cowardly; in fact, the reverse is more true."

PRUSSIAN CODE OF HONOUR.

BARON'S SUICIDE FOR LOVE.

Medieval ideas of honour die hard in circles of the old Prussian Army, but German society in the Republic is beginning to be shocked by them. A glaring example occurred on July 25th in Schöneberg, one of Berlin's more fashionable quarters, when Baron Walter von Stillfried, a former officer of the old army, shot himself in the house of Major Hanns Herbert von Bocke.

Major von Bocke and his wife had recently become acquainted with Baron von Stillfried. The latter had conceived a passionate attachment for the major's wife and confided in her the troubles of his former married life. He had just become divorced for the second time, and Frau von Bocke evidently showed her new acquaintance a certain amount of sympathy. Major von Bocke, however, disapproved of the friendship and appealed to the baron to cease his attentions, as his wife's reputation might become compromised.

A meeting was finally arranged to take place outside the major's house, at which the pair were to come to some sort of understanding, but a heavy thunderstorm drove them indoors. Then the baron and Frau von Bocke had a long talk, at the end of which the baron proposed that they should go away together. She declined, and declared she would remain with her husband. At that moment Major von Bocke entered the room and put an end to the conversation; his wife went out and the two men were left together.

(Continued at foot of next column.)

STARVING AMIDST PLENTY!

Why is it that with a plentiful supply of food, good food too, men or women can starve just as surely as if they had no food at all? Why is it that men and women can't be really healthy unless the food they eat is perfectly digested? And, further, why is it that after a good square meal, not only may you derive little or no benefit from food, but that same food may be positively harmful to your health? These are questions the answers to which are of vital importance to every reader of this paper.

We pay hard-earned money for food. Most of us, in fact, spend our lives slaving for food and raiment, hence it is only fair to ourselves that we should get the best value possible out of the food we eat. Let us consider the question—that men and women can't be healthy unless the food they eat is perfectly digested. It is a strong statement to make, but a very true one nevertheless. For the food you eat is intended to rebuild and replace the wear and tear that is daily hourly going on in your body. Good food, well digested, renews bone, muscle and tissue, and makes you healthy and strong. Good food, badly digested, does not nourish your body as it should and consequently there is a weakening of muscular fibre, nervous tissue with impoverished blood. Then you are in a poor state of health, a victim of the many symptoms that have their origin in bad digestion. Every time you eat food, it should, as it passes through the system give up its nourishment to enrich the blood and repair and build up the whole bodily system. But that is only possible when your digestion is quite satisfactory. In the case of indigestion the food ferments in the intestines, gives off harmful products, some of which most certainly find their way into the blood, and are thus carried to all parts of the system. That is the reason why food can sometimes be worse than useless.

What we strongly advise you to do whenever indigestion threatens to endanger your health, is to try Mother Seigel's Syrup. Its success in banishing stomach and liver troubles has been proved time and again beyond all doubt. Its remarkable efficacy depends, not upon any one ingredient, but upon many herbal extracts, which in combination exert a wonderfully curative and strengthening influence upon the stomach, liver and bowels.

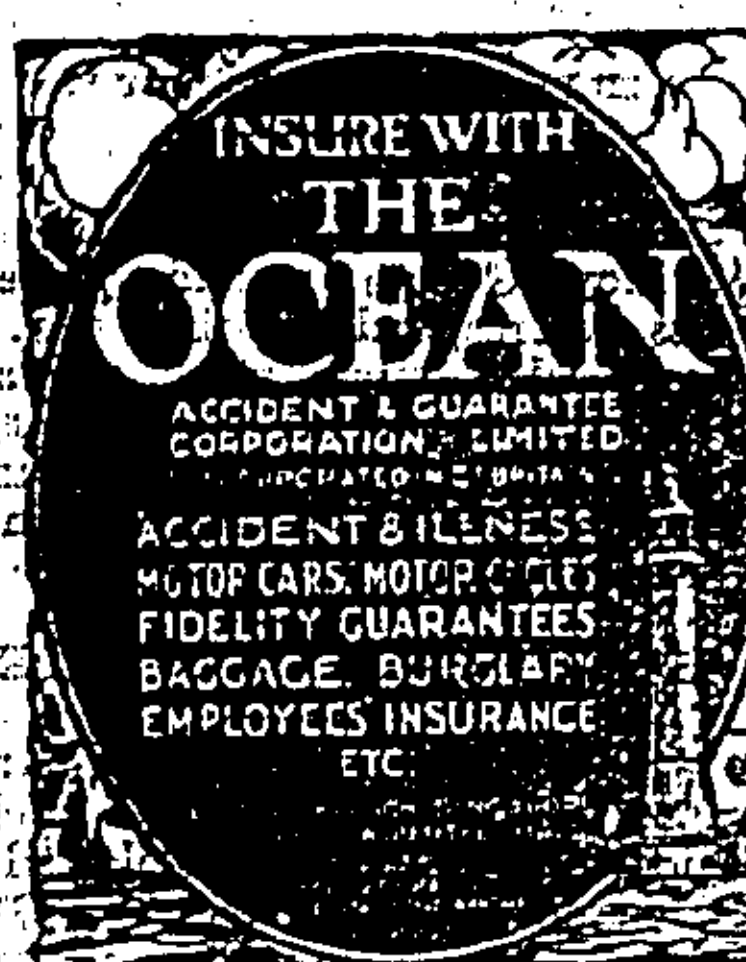
You can understand the enthusiasm of many one-time sufferers for Mother Seigel's Syrup. It has banished their pains after eating, or their flatulence, acidity, biliousness or constipation, and therefore they couldn't be anything else but grateful to this grand old herbal remedy. That's how tens of thousands feel, and after all, they know best how comforting it is to be rid of indigestion, that arch-enemy of good health. Try Mother Seigel's Syrup, and share their enthusiasm for it. B. 310.

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After some talk the major told the baron that as a man of a honour he would know what to do, at the same time handing him a revolver. He then left the room, remarking that he expected the baron to draw his own conclusion within the next ten minutes. Baron von Stillfried interpreted the remark in the spirit in which it was made and immediately shot himself. Major von Bocke then informed the police what had happened.—Times.

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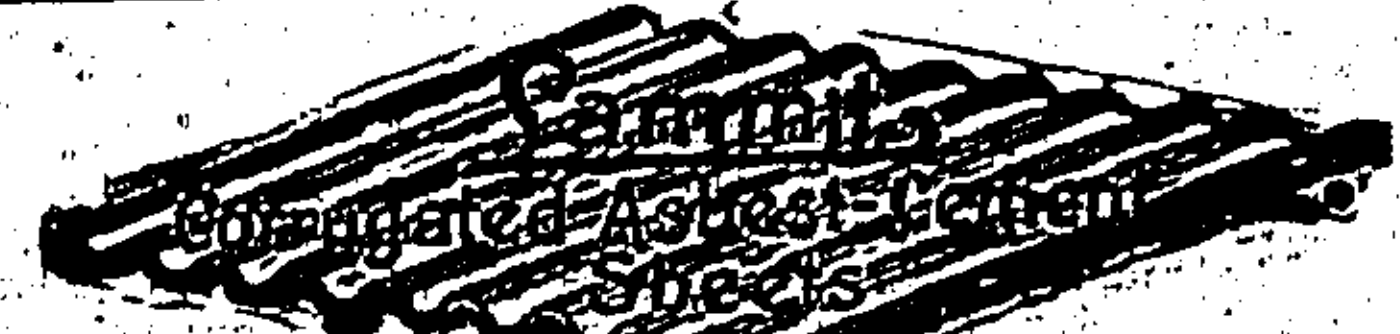
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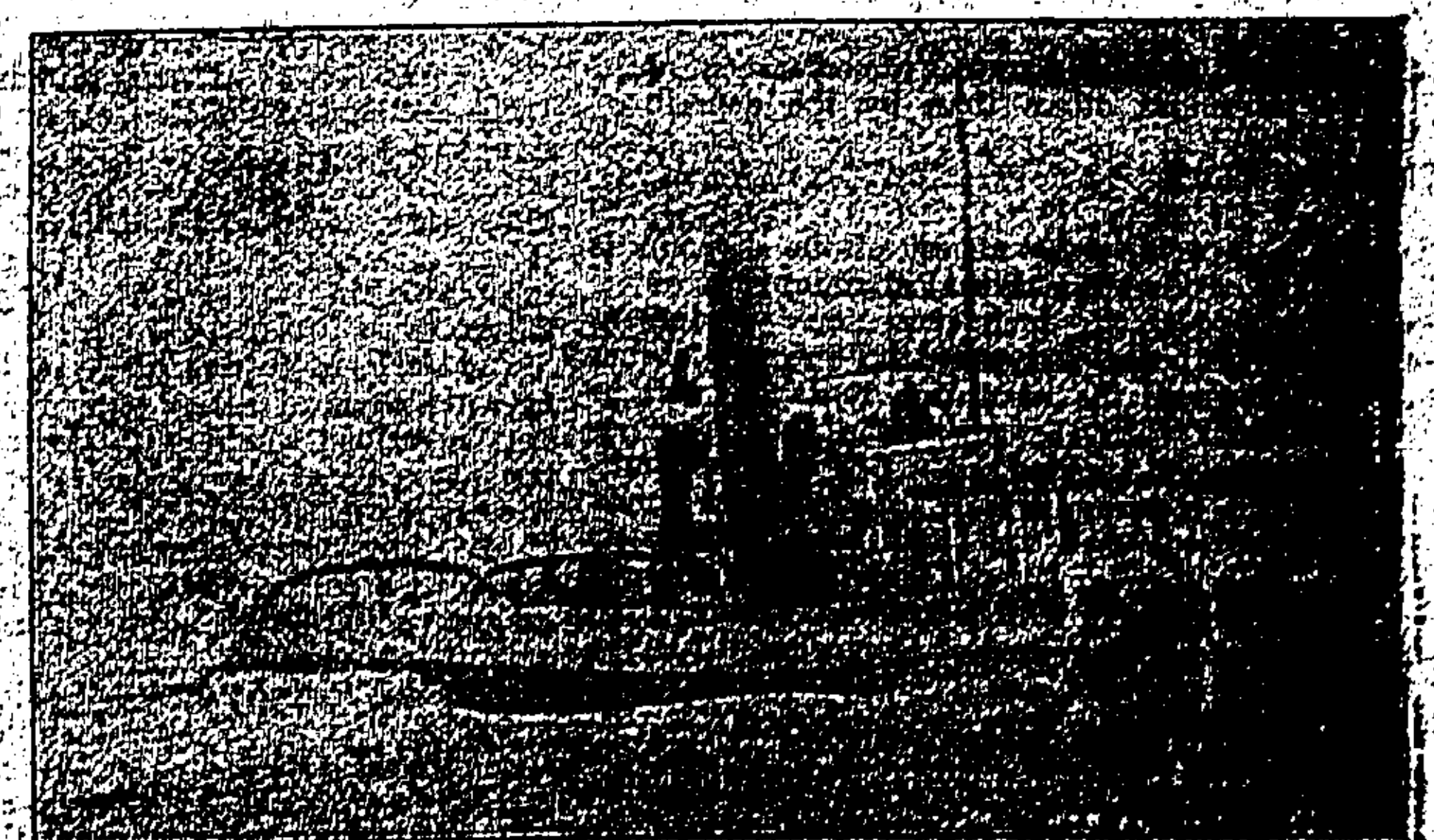
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GERMANY SHOULD JOIN LEAGUE.

CABINET'S DESIRE.

Addressing the International Peace Congress, which opened in London on July 25th, Mr. H. A. L. Fisher said it was not to the interest of civilization that the world should be divided into two camps—the camp of the victors and the camp of the vanquished.

It was the desire of the British Government that Germany should apply for admission to the League of Nations this year, so that the last lingering reproach that the League was an engine to protect the policy of the victors should be removed.

Mr. Fisher declared that the greatest of all our present dangers was the spirit of fanatical nationalism, and suggested that the other chief problems for the Congress to consider were the removal of the crushing burden of armaments and the revision of the laws of war. He commented on the demoralizing role of the revolver, "the weapon of the coward," and said it should be deleted from the category of honourable arms.

Mr. Johnston said the German National Debt could be bought to-day for £150,000,000 sterling, as opposed to about six times that value pre-war, and as against our National Debt of £7,800,000,000. The German State railways had been reported to be good security for a loan of about 3,400,000,000 gold dollars, and that was only one of the German national assets.

The Prime Minister said, in regard to Germany, the problem was very difficult to discuss, and he would rather not discuss it. The Reparations Commission had been appointed to go into the question, and the Government obviously could not interfere until they received their report. If they thought Germany was shamming bankruptcy, or if, on the other hand, they thought that the mark represented the real situation of Germany, they would say so. Until he received their report he would rather express no opinion on the subject. The situation with regard to the external trade of Germany was not quite so rosy as some members of the Reparations Commission seemed to think. The export trade of Great Britain represented 67 per cent. of the exports of 1913 in value. Rathenau had put the export trade of Germany at 25 per cent. quantity, and the French put it at 40 per cent. "Even taking the French figures, they had only got 40 per cent. of the export trade they had before the war, in spite of the fact that they were producing at a very low cost. How could Germany export much capital on that basis, and also buy more food than before the war, because the soil was impoverished, and Germany had lost rich agricultural districts? It was a problem which he was glad that German statesmen, and not British statesmen, were confronted with. He added that they hoped to have the provisional report of the Reparations Commission in a few days.

GERMAN PUBLIC WORKS.

ENORMOUS EXPENDITURE.

In connection with Germany's plea that she is unable to meet her obligations, the French Press draws attention to the vast public works now being carried out, or about to be carried out in Germany. In the German budget for 1921-22 no less than 2,320,000,000 marks are provided for new constructions, 2,472,000,000 marks for rolling-stock, 3,000,000,000 marks to replace material delivered to the Allies, 1,416,000,000 marks for the extension of the telephone system, with an additional 600,000,000 for underground telephones, and 490,000,000 marks for river and canal improvements.

The strategic railway to the west of the Rhine and the north of the Moselle which facilitated the rapid invasion of Belgium, would not appear to have needed any additions, but the plans of the Imperial General Staff for important additions to this strategic system were about to be carried out by the Government of the Reich when the Council of Ambassadors intervened. This intervention, however, only applied to military lines under construction; as it is, nine double tracks will soon cross the Rhine between Cologne and Wesel, and it is proposed to lay down a third and fourth set of lines between this sector and Berlin.

The Rhine-Danube Canal should be finished about 1930, and will be reinforced by the Neckar-Danube Canal. These works, and the extensive use of water-power for the production of electricity in Bavaria and Württemberg, will make an important industrial region of Southern Germany. From the Mittelland-Kanal, which is to be completed between Peine and Magdeburg, a canal is to branch off which is to link up the Ruhr with Bremen, Hamburg, and Lübeck. The Weser is to be linked up with the Rhine and the Danube by a series of small canals.

The French Press is asking that the Reparations Commission should be allowed to intervene with regard to the important works to be carried out on rivers and canals, just as the Council of Ambassadors intervened with regard to the railways in the Rhineland. It is pointed out that, if no action is taken, the Allies risk being victims of the triple success, economic, financial, and military of the strategy of the great public works now being carried out in Germany.

THE THIRSTIEST TOWN IN THE EMPIRE.

Rumuruti, a tiny township in Kenya Colony, claims the distinction of being the thirstiest town in the Empire. There are ten adult Europeans in the settlement, which has now four liquor licences and is planning to have a hotel.

GERMANY'S AERIAL TIME-TABLE.

The following is the text of a letter that has been received by The Times from the Lloyd-Landlust of Bremen: "Enclosed we beg to forward you our latest aerial time-table containing all European air lines which are working at present. Should any change or addition be made, we shall inform you of the same. As we conclude, with time and prices, would greatly interest your readers, we place the time-table of the air lines at your disposal with pleasure. Should you publish the same, giving the sources of our information, we should be pleased to receive a copy of your esteemed paper containing this article. Trusting you are willing to accept this current aviation for the editorial part of your aerial column. Though, what precisely is meant by 'the editorial part of your aerial column,' there is no escaping the portent of the aerial time-table and tariff and the distribution of it in foreign countries by a German firm. It is a small but significant addition to the mass of evidence relating to the keen interest taken by the Germans in civil aviation. The tariff are shown on a chart which enables the passenger to discover at a glance the fare by aeroplane between one point and another.

One of the greatest Shelley rarities, a pamphlet of sixteen leaves, which was mislaid and sold for less than £1 at the Burdett-Coutts sale last spring, was on July 25th, sold at Sotheby's for £2,210.

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TSINGTAU via SWATOW	"YATSHING"	Monday, 4th Sept.	Noon
SHANGHAI	"YUSANG"	Tuesday, 5th Sept.	Noon
BANGKOK via SWATOW	"KWAISANG"	Tuesday, 5th Sept.	Noon
KOBE	"KOKSANG"	Wednesday, 6th Sept.	Noon
BANDARAN	"HINSANG"	Thursday, 7th Sept.	Noon
TSINGTAU via SWATOW	"HANGSANG"	Thursday, 7th Sept.	Noon
SHANGHAI	"YUENSANG"	Friday, 8th Sept.	3 p.m.
MANILA	"KUTSANG"	Sunday, 10th Sept.	D.L.
KOBE	"MINGSANG"	Tuesday, 12th Sept.	D.L.
HAIPHONG via HOIHOW	"CHEONGSANG"	Tuesday, 12th Sept.	4 p.m.
TIENSIN			

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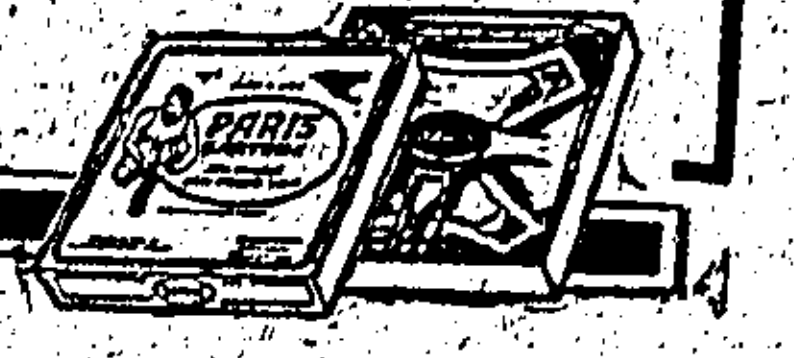
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SHIPPING NEWS

ARRIVALS

August 31st.

Hayang, British steamer, 1,262 tons, Capt. W. H. Bennett, from Saigon, with a general cargo—J.M. & Co.

September 1st.

Alta Maru, Japanese steamer, 4,316 tons, Capt. J. Nishida, from Singapore, with a general cargo—O.S.K.

Angkor, French steamer, 3,786 tons, Capt. Desirat, from Marseilles, with a general cargo—Messageries Maritimes.

Dogledown, American steamer, 1,610 tons, Capt. H. S. Bauer, from Singapore, with a general cargo—Pacific Mail S.S. Co.

Huamun, British steamer, 3,411 tons, Capt. C. E. Page, from Hongkong, with a general cargo—P. & O.

Huipin Maru, Japanese steamer, 735 tons, Capt. C. H. Ho, from Keelung, with a general cargo—B. & S.

Helland, Norwegian steamer, from Canton.

Kang-hwa, British steamer, 1,545 tons, Capt. D. H. Martin, from Singapore, with a general cargo—B. & S.

Kwangsing, British steamer, from Canton.

Loon Nam, Chinese steamer, 1,012 tons, Capt. L. Kim Hong, from Bangkok, with a general cargo—B. & S.

Taka Onaka, American steamer, 1,672 tons, Capt. F. Mullin, from Sourabaya, with a general cargo—Admiral Line.

Pohor, Chinese steamer, 311 tons, Capt. Lee Fong, from K. C. Wan, with a general cargo—Harg Shun S.S. Co.

Shanghai, British steamer, 1,500 tons, Capt. W. Shaw, from Shanghai, with a general cargo—B. & S.

Tseng Maru, Japanese steamer, 2,172 tons, Capt. S. Nomura, from Sandakan, with a general cargo—O.S.K.

Typhoon, Dutch steamer, 2,000 tons, Capt. P. Lim, from Batavia, with a general cargo—J.C.M.L.

CLEARANCES

August 31st.

Chenun, for Hongkong.

Georgia, for Canton.

September 1st.

Alta Maru, for Shanghai.

Angkor, for Shanghai.

Gordonia, for Singapore.

Hayang, for Singapore.

Huamun, for K. C. Wan.

Huipin Maru, for Singapore.

Helland, for Canton.

Kang-hwa, for Canton.

Kwangsing, for Swatow.

Loon Nam, for K. C. Wan.

Pohor, for Canton.

Shanghai, for Canton.

Tseng Maru, for Taku.

Typhoon, for Manila.

West Koder, for Manila.

Hukone Maru, Japanese steamer, 6,200 tons, Capt. T. Sekine, from Singapore, with a general cargo—N.Y.K.

PASSENGERS

ARRIVALS

Per N.Y.K. s.s. *Hukone Maru*, on Sept. 1st.—For Hongkong: Mr. J. Frangine, Mr. O. Aubrey, Miss M. Handen-ten-Full, Miss J. Riley, Mr. W. Kay, Mrs. C. B. Towill, Mr. C. Gross, Mrs. A. Codd, Mrs. G. Grantham, Mr. S. Pujalte, Miss C. C. Pujalte, Mr. W. J. Wilkinson, Miss H. Wilkinson, Mr. A. P. Pereira, for Shanghai: Mrs. G. L. Campbell, Miss D. E. Campbell, Mr. and Mrs. J. W. Chatley, Mr. and Mrs. W. B. Curran, Mr. L. W. Pausett, Dr. and Mrs. J. W. H. Grice, Mr. C. Hunting, Mr. H. R. Holgate, Miss F. MacGregor, Miss N. MacGregor, Mr. W. J. Izard, Mr. H. A. Lorentz, Mr. H. J. Lundh, Mr. L. Pander, Mr. H. Rogerson, Capt. J. Sak, Mrs. M. S. Shaffer, Mr. and Mrs. W. J. Torrell, Mr. T. B. Haich, Mrs. F. L. Rickhoff, Mr. and Mrs. A. North, Miss S. Beattie, Mr. F. W. Cook, Mr. G. Binon, Mr. C. W. P. Dainton, Mr. J. W. Deane, Miss M. E. Eard, Mr. W. T. Fulston, Mr. E. L. Grey, Mr. A. H. Hansen, Miss W. Jensen, Mr. C. Jennings, for Kobe: Mrs. O. Bradbury, Mr. R. Heise, Miss F. Piepenhagen, Mr. W. E. Harris, for Yokohama: Mr. N. H. Blane, Major and Mrs. A. M. Cardew, Viscount N. Oda, Lieut. and Mrs. N. Stern, Mr. C. K. Phillips, Mr. and Mrs. H. Brewster-Gow, and many Japanese passengers.

DEPARTURES

Per M.M. s.s. *Angkor*, on September 1st.—Miss A. Puthod, Miss Puthod, Mr. and Mrs. S. S. Kirkman, Mrs. H. B. Mayhew, Messrs. V. M. Huet, Rosset, G. W. Sewell, Buschart, G. A. V. Hall, D. Laing, D. Lyon, J. Johnston, M. A. R. Souza, J. Stewart, G. Jack, D. Noronha, and Ramjaha.

SHIPPING MOVEMENTS

The B.I. s.s. *Janus* left Singapore on August 31st, and is expected to arrive at Hongkong on or about September 6th.

The s.s. *Talhybuis* (Blue Funnel), from Pacific ports, left Kutchinotzu at noon on August 31st, and is due here on September 4th, at 6 a.m.

The s.s. *Demodocus* (Blue Funnel) arrived at Liverpool on August 28th.

The s.s. *Polyphedus* (Blue Funnel) left Liverpool on August 28th for this port and Shanghai, and is due here about October 6th.

The s.s. *Nelus* (Blue Funnel) left Port Said on August 26th for St. Nazaire, London and Rotterdam.

The s.s. *Caledon* (Blue Funnel) left Port Said on August 29th for London, Hamburg, Rotterdam and Antwerp.

The R.M.S. *Empress of Asia*, Captain L. D. Douglas, R.N.R., Commander, will leave for Victoria and Vancouver, B.C., via Shanghai (Wooching), Nagasaki, Kobe and Yokohama at noon on September 7th.

VESSELS EXPECTED

Ajar (Blue Funnel), due Sept. 4th.

Bellerophon (Blue Funnel), due October 12th.

Bennoch (Ben Line), due Sept. 2nd, daylight.

Empress of Canada, due Sept. 14th.

Helenus (Blue Funnel), due Sept. 28th.

Eysen (Blue Funnel), due September 10th.

Katori Maru (N.Y.K.), due Sept. 2nd.

Lima Maru (N.Y.K.), due Sept. 4th.

Kugano Maru (N.Y.K.), due Sept. 7th.

Orestes (Blue Funnel), due Sept. 19th.

Talhybuis (Blue Funnel), Sept. 3rd.

Tanba Maru (N.Y.K.), due Sept. 16th.

Tydeus (Blue Funnel), due Sept. 13th.

Tyndarus (Blue Funnel), due Sept. 21st.

Tamagata Maru (N.Y.K.), due Sept. 17th.

Yoshino Maru (N.Y.K.), due Sept. 14th.

WEATHER REPORT

August 31st, at 16.—Warning to Hongkong Coast Ports, etc.—A severe typhoon within 30 miles of Lat. 30 deg. N. Long. 122 deg. E., moving N.W.

September 1st, at 11.33.—Pressure has highest over the Bonins. It has increased slightly over the Philippines and from Formosa to Hongkong.

The depression over S.W. China is slightly farther south this morning.

The typhoon passed near Ningpo at 11 a.m. yesterday.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 1st Sept., 1.08 inches.

Total since January 1st, 56.76 inches, against an average of 68.37 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	S.W. winds, moderate; overcast, rainy.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamook	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, September 1st.

	Previous Day	On Date	On Date
	at 3 p.m.	6 a.m.	2 p.m.
Barometer	29.90	29.90	29.84
Temperature	77	79	79
Humidity	95	92	88
Wind Direction	ENE	SSE	SSW
Force	1	1	1
Weather	or	or	or
Rain	2.61	0.00	1.14

Highest open-air temperature on 31st, 86.

Lowest open-air temperature on 1st, 73.

HONGKONG TIDE TABLE

From Sept. 2nd to 8th, 1922.

HIGH WATER		LOW WATER	
Day of Week	Day of Month	Day of Week	Day of Month
Sat.	2	Sat.	2
Sun.	3	Sun.	3
Mon.	4	Mon.	4
Tues.	5	Tues.	5
Wed.	6	Wed.	6
Thur.	7	Thur.	7
Fri.	8	Fri.	8

BOARD OF CONSERVANCY WORKS OF KWANGTUNG

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation	Highest W.L. ever recorded	Lowest W.L. ever recorded	W.L. Aug. 30	W.L. Aug. 31
Wuchow, W. River	+79.50	-2.45	44.90	—
Kongmoon, W. River	+14.70	-0.80	8.90	—
Linkinghow, N. River	+57.00	—	25.00	25.50
Samahui, N. River	+27.25	-5.00	15.80	17.90
Shanghai, E. River	+15.15	-0.98	8.90	9.70

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UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

Number	Address	From
1844/55th	Tatham	London
18138/30th	Mayerene	Sydney P.O.
18228/30th	Mayerene	Singapore
16358/27th	Perrydine	London
16358/27th	Stallhite	New York

CHURCH SERVICES.

St. John's Cathedral.—Hongkong: 3rd September, 1922. 12th Sunday after Trinity. Holy Communion (7.30 a.m.); Children's Service (10 a.m.); Hymns, 219, 270, 331; Matins (11 a.m.); Responses, Feriat; Venite; Ouseley (25); Psalms, 65; Gospels, Te Deum; Woodward, Smart; Turle; Benediction; Benediction (2nd event); Anthem "Come Holy Ghost," Attwood; Hymn, 293.

N.B.—Psalms 68, verses 1, 2, 6, 7, 13, 14, 15, in union.

Hymn 291, verses 1, 3, 5, in union.

Holy Communion (12 noon); Evening (6 p.m.); Responses, Feriat; Psalm, 66.

Toulimson; Magnificat; Smart; Nunc Dimittis; Barby; Hymns, 291, 337, 93.

A.S.—Psalms 68, verses 1, 2, 4, 7, 14, 15, in union.

Hymn 291, verses 1, 3, 5, in union.

Hymn 23, verses 1, 4, 6, in union.

Organ Recital: Monday, 11th September, at 8.15 p.m.

Trax Church.—Holy Communion (8.15 a.m.); Evening (6 p.m.).

Union Church (Kennedy Road).—Sunday Services, September 3rd.

Morning Service at 11 a.m.

Evening Service at 6 p.m.

Preacher at both Services—Rev. J. Kirk Macdonald.

193

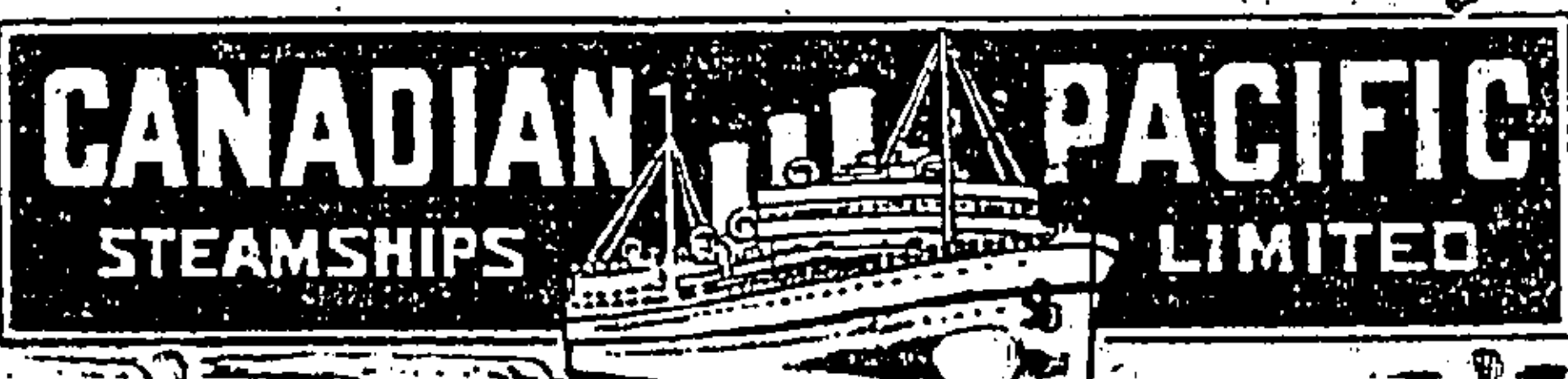
First Church of Christ Scientist.

MacDonnell Road, below Bowen Road.

Train Station. Sunday, 11.15 a.m. Wednesday 5.45 p.m.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG	FOR FREIGHT	APPLY TO	TO BE DEPARTURE
LIVERPOOL & GLASGOW via Marseilles	Bengal Maru	Jap.	...	Nippon Yusen Kaisha	On 7th inst.
HONGKONG & NEW YORK via Suez	Titab	Brit.	...	The Bank Line, Limited	On 5th inst.
NEW YORK & BOSTON	Slavic Prince	Brit.	...	Princo Line	End of inst.
SAN FRANCISCO	West Ivan	Am.	...	Strathers & Barry	On 4th inst.
SAN FRANCISCO via SHANGHAI, JAPAN, etc.	President Cleveland	Am.	...	Pacific Mail S.S. Co.	On 15th inst.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, etc.	Empress Canada	Brit.	...	China Mail S.S. Co., Ltd.	On 16th inst.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, J. PORTS.	Iyo Maru	Jap.	...	Canadian Pacific O.S. Ltd.	About 21st inst.
VICTORIA, SEATTLE & VANCOUVER	Hawaii Maru	Jap.	...	Nippon Yusen Kaisha	On 16th inst.
VANCOUVER via SHANGHAI & JAPAN, etc.	Talhybuis	Brit.	...	Osaka Shosen Kaisha	On 16th inst.
MARSEILLES, LONDON & ANTWERP	Empress Asia	Brit.	...	Canadian Pacific O.S. Ltd.	On 18th inst.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, etc.	Empress Asia	Brit.	...	P. & O. B. I. & A. L.	On 13th inst.
LONDON, ROTTERDAM & ANTWERP	Cordillero	Brit.	...	Messageries Maritimes	About 15th inst.
LONDON, AMSTERDAM & ANTWERP	Rotor Maru	Jap.	...	Nippon Yusen Kaisha	On 3rd inst.
LONDON, ANTWERP, ROTTERDAM & HAMBURG	Thesens	Brit.	...	Butterfield & Swire	On 3rd inst.
GENOA, LONDON, ROTTERDAM & HAMBURG	City of Florence	Brit.	...	Butterfield & Swire	On 25th inst.
GENOA, MARSEILLES, LONDON & GLASGOW	Glenshane	Brit.	...	The Bank Line, Ltd.	On 7th inst.
ROTTERDAM, AMSTERDAM & HAMBURG	Ningchow	Brit.	...	Jardine, Matheson & Co., Ltd.	On 7th inst.
BOMBAY, MARSEILLES, LONDON & ANTWERP	Sambian	Brit.	...	Butterfield & Swire	On 7th inst.
CALCUTTA via SINGAPORE, PENANG & RANGOON	Macdonia	Brit.	...	P. & O. B. I. & A. L.	On 27th inst.
SEATTLE & CALCUTTA	Macdonia	Brit.	...	Nippon Yusen Kaisha	On 28th inst.
SINGAPORE & BANGKOK	Yutong Maru	Jap.	...	Jardine, Matheson & Co., Ltd.	On 2nd inst.
BRINDISI, VENICE & TRIESTE	Hosang	Brit.	...	Java-China-Japan Line	On 4th inst.
WEIHAIWEI, CHEFOU & TIENTSIN	Yutong Maru	Jap.	...	Dodwell & Co., Ltd.	About 15th inst.
HAIPHONG via HONGKONG & PAKHOI	Yutong Maru	Jap.	...	Butterfield & Swire	About 14th inst.
KEELUNG via SWATOW & AMOY	Taiqua Maru	Jap.	...	Yamashita Kisen Kaisha	About 14th inst.
SANDAKAN	Hinsang	Brit.	...	Yamashita Kisen Kaisha	About 14th inst.
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	...	Jardine, Matheson & Co., Ltd.	About 14th inst.
TSINGTAI via SWATOW & SHANGHAI	Arakura	Jap.	...	P. & O. B. I. & A. L.	On 5th inst.
SHANGHAI, KOBE & YOKOHAMA	Yutong Maru	Jap.	...	Jardine, Matheson & Co., Ltd.	On 5th inst.
SHANGHAI, KOBE & YOKOHAMA	Yutong Maru	Jap.	...	Nippon Yusen Kaisha	On 5th inst.
SHANGHAI	Angers	Brit.	...	Messageries Maritimes	About 15th inst.
SHANGHAI	Soudan	Brit.	...	P. & O. B. I. & A. L.	On 7th inst.
SHANGHAI	Persia	Brit.	...	Dodwell & Co., Ltd.	About 6th inst.
SHANGHAI	Kumsang	Brit.	...	Jardine, Matheson & Co., Ltd.	On 2nd inst.
SHANGHAI & JAPAN	Taiqua Maru	Jap.	...	Java-China-Japan Line	On 13th inst.
SAIGON, BANGKOK & SINGAPORE	Busho Maru	Jap.	...	Osaka Shosen Kaisha	About 5th inst.
AMOI, SHANGHAI & NORTH CHINA	Taitaro	Brit.	...	Java-China-Japan Line	On 5th inst.
BANGKOK via SWATOW	Kwaisang	Brit.	...	Jardine, Matheson & Co., Ltd.	On 5th inst.
SWATOW & BANGKOK	Kaisang	Brit.	...	Butterfield & Swire	On 5th inst.
SWATOW AMOY & FOCHOOW	Haikong	Brit.	...	Douglas Laprak & Co.	On 5th inst.
SWATOW, AMOY & FOCHOOW	Yuenyang	Brit.	...	Douglas Laprak & Co.	On 5th inst.
MANILA	Dewey	Am.	...	Jardine, Matheson & Co., Ltd.	On 5th inst.
MANILA, SINGAPORE, BATAVIA, SAMARANG, etc.	Taming	Brit.	...	Struthers & Barry	On 5th inst.
MANILA, Cebu & ILOILO	Taming	Brit.	...	Butterfield & Swire	On 5th inst.



HOME VIA CANADA

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Vancouver	Due England
Empress Asia	Sept. 7	Sept. 25	Empress France Oct. 3
Empress Canada	Sept. 23	Oct. 9	Empress Britain Oct. 17
Empress Russia	Oct. 5	Oct. 23	Empress France Oct. 31
Empress Australia	Oct. 25	Nov. 13	Minnedosa Nov. 22
Empress Asia	Nov. 2	Nov. 20	Empress France Nov. 28
Empress Canada	Nov. 18	Dec. 4	Empress Scotland Dec. 12
Empress Russia	Nov. 30	Dec. 18	Empress France Dec. 26

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.

Three Trans-continental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office. Telephone 752. Cable Address: GACANPAC.

N. Y. K.

RAILWAYS SUBJECTS TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

IYO MARU (Nagasaki direct) Saturday, 16th Sept., at 11 a.m.

SEIDZUOKA MARU Saturday, 30th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KATORI MARU Sunday, 3rd Sept., at 11 a.m.

ATSUTA MARU Friday, 15th Sept., at 11 a.m.

HAMBURG via DUNKIRK, LONDON, ROTTERDAM.

LIMA MARU Friday, 8th September.

LIVERPOOL & GLASGOW via Marseilles.

BENGAL MARU Thursday, 7th September.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU Tuesday, 19th Sept., at 11 a.m.

YOSHINO MARU Tuesday, 17th Oct., at 11 a.m.

NEW YORK via PANAMA.

LYONS MARU Middle of September.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

JOMBAY via Singapore and Colombo.

KAMAKURA MARU Sunday, 10th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

TAKAOKA MARU Friday, 8th Sept.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU Friday, 15th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HAKONE MARU Saturday, 2nd Sept., 4 p.m.

DAKAR MARU ...

"ELLERMAN" LINE P. & O., British India

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF SYDNEY" ... 1st Sept. ... Shanghai, Kobe & Yokohama.

HOMWARDS.

S.S. "CITY OF FLORENCE" ... 6th Sept. ... London, Antwerp, Rotterdam & Hamburg.

PASSENGER SERVICE.

S.S. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.

S.S. "CITY OF YORK" ... mid. Feb. ... Marseilles & London.

S.S. "CITY OF SIMLA" ... mid. March ... Marseilles & London.

S.S. "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to:-

REISS & CO., CANTON.

THE BANK LINE, LTD.

(Tel. 780).

[31]

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "TITAN" ... via Suez Canal ... 5th Sept.
 S.S. "CITY OF LINCOLN" ... via Suez Canal ... 15th Sept.
 S.S. "CITY OF BRISTOL" ... via Suez Canal ... 25th Sept.
 S.S. "PELEUS" ... via Suez Canal ... 5th October.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to:-

BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG

HONGKONG AND CANTON. REISS & CO., CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS. STEAMERS & DISPLACEMENT. SAILING DATES.

SHANGHAI KOBE ... "ANGERS" ... 15,000 ... On or about 15th Sept.
 YOKOHAMA ... "AZAY LE RIDEAU" ... 15,000 ... On or about 29th Sept.

MARSEILLES, via HAI-
 PHONG, SAIGON, ... "CORDILLERE" ... 11,000 ... On or about 5th Sept.
 SINGAPORE, PEN- ... "AMAZONE" ... 11,000 ... On or about 19th Sept.
 ANG, COLOMBO, ... "ANGKOR" ... 15,000 ... On or about 3rd Oct.
 DJIBOUTI, SUZ, ... "ANGERS" ... 15,000 ... On or about 17th Oct.
 & PORT SAID.

COMMERCIAL LINE

GRAN, PORT-LEZ-BOIS, ... "ST. LOUBERT BIE" ... About 26th Sept.
 HARVE, DUNKERQUE, ...

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION-TRANSIT-
REPRESENTATION:

Telephone 740

A. JOHARD,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers saving good accommodations for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Messing saloons.

FOR

SWATOW AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIHONG ... Capt. W. C. Passmore ... Tuesday, 5th Sept., at 1 p.m.
 HAIFONG ... Capt. W. B. Turnbull ... Friday, 8th Sept., at 1 p.m.
 HAICHING ... Capt. J. B. Thomson ... Tuesday, 12th Sept., at 1 p.m.

Arrival and Departures from the Company's Wharf (near Hake's Pier).

For Freight and Passage apply to:-

DOUGLAS LAPRAIK & CO.,
General Manager.

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR:-

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHoji KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE-TOKIO.

No. 14, PEDDER ST., HONGKONG.

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHYLOW, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

SS	Tons	From Hongkong (about)	Destination
"NOVARA"	4,850	13th Sept.	Marseilles, London & Antwerp.
"SOUDAN"	6,696	22nd Sept.	Spore, Penang, Colombo & Bombay
"MACEDONIA"	10,612	27th Sept.	(Bombay, Marseilles, London & Antwerp.)
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"MANUVA"	11,000	25th Oct.	Bombay, Mars. Indon. & Awerp.
"PONGOLA"	8,066	8th Nov.	Marseilles, London & Antwerp.
"KANKIN"	7,000	22nd Nov.	do.
"KARALA"	8,000	6th Dec.	Bombay, Mars. Indon. & Awerp.
"KASHGAR"	8,000	20th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,500	10th Jan. 1923	do.
"RARDINIA"	6,680	24th Jan.	do.
"NELLORE"	6,663	7th Feb.	do.

BRITISH INDIA - APCAR SAILINGS

"GREGORY APCAR" 4,849 4th Sept. Calcutta via Singapore, Port Swettenham & Penang.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA" 6,000 10th Oct. Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:-
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SOUDAN"	6,696	7th Sept.	Shanghai.
"JANUS"	4,824	8th Sept.	Japan.
"MACEDONIA"	10,612	9th Sept.	Shanghai.
"ARAFURA"	6,000	10th Sept.	Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
 All Cabins are fitted with Electric Fans free of charge.
 Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For further information, Passage Fares, Freight Rates, etc., apply to:-
 Cargo only.

MACKINNON, MACKENZIE & CO.

92, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES.

Monthly direct service via Singapore and Port Said.

"LONDON MARU" (Taking Passengers to Europe) Saturday, 16th Sept.

BUENOS AIRES-RIO DE JANEIRO-SANTO DUBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

"TACOMA MARU" Tuesday, 19th Sept.

BOMBAY & COLOMBO-REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"INDUS MARU" Friday, 8th Sept.

SAIGON, BANGKOK & SINGAPORE-Regular monthly Passenger Service.

"BUERO MARU" Wednesday, 13th Sept.

CALCUTTA via SINGAPORE & RANGOON.

"SAIGON MARU" Saturday, 30th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA via Dairen-Taking cargo to OVERLAND POINTS U.S.A. & CANADA-Passenger Service.

NEW YORK via PANAMA-Regular monthly service via Japan Ports, San Francisco, Panama and Onban Ports.

"HAYANA MARU" Tuesday, 12th Sept.

NEW ORLEANS LINE via SUEZ.

"MATRA MARU" Thursday, 28th Sept.

JAPAN PORTS-Kobe & Yokohama via Shanghai.

"ALTA MARU" Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY-These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.

"KANO MARU" Every Sunday.

"AMAKURA MARU" Every Sunday.

TAKAO via SWATOW, AMOY.

"BOSHU MARU" Thursday, 7th Sept.

Tel. No. 4090. I. YASUDA, Manager.

For BOSTON
and
NEW YORK

S.S. "SLAVIC PRINCE" ... End of September.

For Freight and full particulars apply to:-

FURNESSE (FAR EAST) LIMITED

(Incorporated in Great Britain)
St. George's Building.

Telephone 3105.

Telegrams (Furness).

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Shanghai	To Ball
SHANGHAI	...	"CHANGCHOW" On 2nd Sept. Noon.
SWATOW & AMOY	...	"KIUNGCHOW" On 2nd Sept. 4 p.m.
SHANGHAI & TSINGTAO	...	"SUNNING" On 2nd Sept. 4 p.m.
HOIHOW & PAKHOI	...	"CHINHUA" On 3rd Sept. D.L.
SHANGHAI	...	"KWEILIN" On 3rd Sept. Noon.
SHANGHAI	...	"SUIYANG" On 3rd Sept. 4 p.m.
SWATOW & SINGAPORE	...	"KWEIYANG" On 3rd Sept. 4 p.m.
SWATOW & BANGKOK	...	"KAYING" On 5th Sept. 4 p.m.
SHANGHAI & TSINGTAO	...	"KUNGHOW" On 5th Sept. 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	...	"KUNGHOW" On 5th Sept. 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	...	"KUNGHOW" On 5th Sept. 4 p.m.
SHANGHAI & TSINGTAO	...	"KUNGHOW" On 5th Sept. 4 p.m.
SHANGHAI	...	"KUNGHOW" On 5th Sept. 4 p.m.
WEIHAIWEI, CHEFOO & NEWCHOWANG	...	"KUNGHOW" On 5th Sept. 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	...	"KUNGHOW" On 5th Sept. 4 p.m.

SHANGHAI LINE-PASSENGER, MAILS AND CARGO
 Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Weiping.
 BANGKOK LINE-Weekly service to and from Bangkok via Swatow.
 For Freight or Passage apply to:-

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, Ltd.)

Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAIYUAN"	...	...
"CHANGSHA"	22nd Sept. 15th Oct.	27th Sept. 20th Oct.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to:- BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, Ltd.), Agents.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$ \$620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

S.S. "PRESIDENT CLEVELAND" ... Leaves Hongkong ... Arrives San Francisco

S.S. "PRESIDENT WILSON" ... (formerly "EMPIRE STATE") ... Oct. 4th ... Oct. 28th

S.S. "PRESIDENT TAFT" ... Oct. 14th ... Nov. 5th

Sailings and Fares Subject to change without Notice.

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG and RANGOON.

S.S. "LAKE FIELDING" ... Sept. 2nd.

TAMPA-INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA & NEW YORK

S.S. "ETHANALLEN" ... Oct. 10th.

S.S. "HANOVER" ... Nov. 8th.

S.S. "PATRICK HENRY" ... Dec. 7th.

For full information regarding rates, space, etc., apply to:-

PACIFIC MAIL S.S. CO.

Cable Address "SOLANO" Union Building, Hongkong.

Agents at CANTON-REISS & Co.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "PERSIA" ... sailing on or about 6th September.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRACIA" ... sailing on or about 6th September.

S.S. "PERSIA" ... sailing on or about 26th September.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... sailing on or about 21st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LIMITED.

Agents.

